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Formerly Millard's Review

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"OPIUM AND FAIR PLAY AGAIN"

UNDER the above heading the *North China Daily News* on March 4, reviewed the work of the Geneva Opium Conference, making the statement that "It was difficult to believe that a nation, as important and as powerful as the United States, would take an absolutely uncompromising attitude on a question which was of such vital importance to friendly powers." Then in amplification of the conflicting American and British viewpoints, the editor of the *North China Daily News*, continues. "In the first place, it has been stated that the United States demanded that a time limit be set on opium production and that Great Britain declined to agree to such a time limit. This is quite untrue. The United States suggested that opium production, except for medicinal purposes, cease at the end of 10 years. *Great Britain suggested 15 years, but made the proviso that the 15 years shall begin to be counted from the time when China shall have suppressed her growth of opium to that stage which will remove the danger of opium smuggling from China into other Far Eastern territories.*"

WE have italicised the last sentence in the foregoing paragraph for the reason that it constitutes the crux of the whole reason for the failure of the Geneva Conference. The British delegates at Geneva, representing a sovereign state, one of the two most powerful states, from a military and financial standpoint, on the face of the globe, was unwilling to get out of the opium business, until China, a weak country in every sense of the word and a country which is not sovereign, could stop the production of opium. We are not trying to apologize or defend China, but when the matter of a world agreement to suppress the opium evil was made contingent upon China's suppression, the Chinese Delegation had no other course open than to withdraw. The opium situation in China is serious and it probably is true that more poppies are grown in China than anywhere else in the world, but it certainly is neither right, nor good sportsmanship for a group of powerful and *sovereign* nations to base their morality upon China's ability to do something which she manifestly is unable to do and which they know she is unable to do. The British Empire, the French Republic, the Netherlands government, Japan and Portugal, could go out of the opium business today if they wanted to do so, because they have the military and police power to do so. The Chinese Republic does not possess this power, but even though China did continue her opium production, Great Britain, Japan, France, Netherlands and Portugal, have sufficient

military and police power to keep it out of their possessions. When the United States came into possession of the Philippines after the war with Spain in 1898, opium flourished in the Islands just as it now flourishes in Formosa under the Japanese flag; in Hongkong, Straits Settlements, Federated Malay States, Borneo and India under the British flag; in Indo-China under the French flag, in the Netherlands East Indies under the Dutch flag and in Macao under the Portugese flag. The United States did not enter into any camouflaged plan of "gradual suppression" such as Japan is applying in Formosa, but stopped the business forthwith by making it illegal and using the military and police power of the government to suppress smuggling. There is still some opium smuggled into the Philippines from the British colony of North Borneo, but it has been reduced to a minimum. What the United States did in the Philippines, the other nations could also do in their Far Eastern possessions if they had sufficient courage to place morals above money.

THERE is no value in trying to imply, as the editorial in the *North China Daily News* inferred, that the United States is not informed regarding the opium situation in China. American Consuls make constant reports to Washington on the subject and the Anti-Narcotic Society which has its headquarters on the Pacific Coast, is in close communication with the Anti-Opium organizations in China. And in addition there are between three and four thousand American missionaries scattered all over China who are in close touch with the situation. Within recent years, Congress has held lengthy hearings on the opium and narcotics subject and weighty volumes containing the testimony are available for anyone who cares to write to the Government Printing Office in Washington for them. It was upon the information which was brought out in these hearings that the United States in recent years has passed most stringent laws prohibiting dealings in narcotics except for strictly legitimate medical purposes and in addition to this has prohibited American manufacturers from producing opium derivatives for export. The United States government did not wait for China to go out of the opium business before cleaning house at home. In making these statements we are not unfriendly toward the British Empire or any other government which officially fosters the production of opium in its colonies. We make these statements in the highest spirit of friendship, for as pointed out previously in these columns of the *Review*, there is a spirit of revolt in the East against the institutions of the West. We see evidences of it on every side in the anti-Christian movement, the anti-missionary school movement, the abolition-of-unequal treaties movement, the peaceful-resistance movement, in Bolshevism, or whatever we may choose to call it. The West cannot preach morality on the one hand and practice immorality on the other. It cannot suppress opium smoking at home and officially foster it in its Far Eastern colonies. It cannot afford to place the blame for the business upon China, the weakest link in the chain. When the American delegation walked out of the Geneva Conference it followed the only moral course open, and we believe the results are going to be far reaching as is indicated in the apologies which are beginning to appear in certain sections of the Far Eastern press.

DOING IT WITH DOLLARS —OR YEN!

AT one of the receptions given in Washington during the Disarmament Conference, one of the Japanese delegates was discussing with an American friend the treaty which had just been adopted whereby Japan relinquished to Chinese control the Tsingtao territory and the railroads and mining interests in Shantung Province which she had acquired from Germany as one of the fruits of the World War. Turning to his American friend, the delegate from Japan said, "Well, we are going to take our troops out of China now. In future we shall use money-peaceful economic penetration,-I believe is what you Americans call it."

THIS little conversation between an American and a Japanese at the Washington Conference, is recalled at this time, owing to some recenl happenings which tend to show that this peacefut Japanese "economic penetration" is proceeding apace. A few weeks ago it was announced that the Japanese government had advanced the sum of Yen 9,000,000 to the Han Yeh Ping Coal and Iron Company of Central China making in all some Yen 60,000,000 which has been advanced to that concern, undoubtedly giving Japan undisputed control of China's principal iron industry. Then in addition to this significant event, which received comparatively little attention in the Chinese press; was another bit of news of possibly greater importance which came out in connection with the recent strike of 40,000 laborers employed in Japanese-owned cotton mills in Shanghai. This news was to the effect that the Japanese now control from 40 to 45 percent of the cotton spindles now in operation in China, which naturally gives Japan control of the industry because her interests are unified.

IT is not known definitely how much money the Japanese government and Japanese business men and bankers have invested in China, but one of the Japanese-controlled propaganda organs published in China recently reported the amount to be in the neighborhood of Yen 5,000,000,000. This money has gone into railroads, cotton mills, flour mills, iron and coal mines, iron foundries, real estate and so on. Recently it was reported that the Japanese own more than 50 percent of the foreign-owned water-frontage at Shanghai, China's chief commercial port and in addition to this it has been rumored for some time that Japanese loans to Chinese cotton land companies made in recent years has practically given Japan control of the seaboard lands from the mouth of the Yangtsze to the border of Shantung, a distance of approximately 200 miles. Outside of loans advanced to the Anfu military government in 1918, amounting to some Yen 350,000,000, there are few of these financial transactions which can be attacked either on the grounds of legality or morality. To take the case of the Chinese cotton mills, Chinese capitalists put millions of dollars into these enterprises at the height of the cotton boom following the close of the World War. Then when the slump came, the Chinese owners due to insufficient financing at the start and inefficiency of operation afterwards, found themselves in a bankrupt condition. Finally they had to close the mills and then in the course of events the properties were sold to the Japanese. And it hasn't been confined to the cotton mills. On Yangtszepoo Road, just beyond the

Settlement limits is a prosperous flour mill that was started by Chinese, then got into financial difficulties, obtained a loan from a Japanese bank, and is now owned outright by Japanese. So it goes!

PROBABLY the best example of the passing of a Chinese industry to Japanese control is that of the Han Yeh Ping Coal and Iron Works, referred to earlier in this discussion. When this concern was first started in the 16th year of Kwang Hsu, it was called the Hupeh Iron Works. Viceroy Chang Chi Tung, the founder of the works, had a difficult time operating it as a government enterprize and finally petitioned the government to turn it over to a private stock company operated under government supervision. Mr. Sheng Kun Pao finally succeeded in raising Taels 10,000,000 and immediately amalgamated the enterprise with the Hanyang Iron Works, the Tayeh Iron Mines and the Pinghsiang Colliery, adopting the present name, Han Yeh Ping Coal and Iron Company. Then it was found necessary to install blast furnaces and to acquire transportation facilities for linking the various units together, all requiring new capital. Up to the third year of the Republic the total amount of foreign and domestic capital invested in the concern was said to be Taels 20,000,000, of which amount about Taels 15,000,000 came from the Japanese and the balance from Chinese bankers. British, Russian and French banks were also said to have had loans in the company. To show how farsighted the Japanese were, it is said that the first Japanese loan, obtained from the Industrial Bank of Japan, was secured on the actual output of the mines. From that time on, it was the usual story of financial difficulties and Japanese loans to tide over, each Japanese loan being secured on the iron output, the price of which was fixed to the Japanese buyers as one of the terms of the loan agreement. When the World War came on and iron prices shot to the skies, the Han Yeh Ping Company could have paid off its Japanese obligations out of its profits, but it was tied down to the Japanese banks by the prices fixed in the loan agreements. Negotiations were entered into to revise the prices and they finally were revised, but not in sufficient time for the company to derive much benefit before the drop in prices. The end of the story came a few weeks ago when it was announced that another Japanese loan of Yen 9,000,000 was advanced, again against the output at a fixed price to the Japanese purchasers.

THE final result of this Japanese financial "drive' for the economic control of China is difficult to foretell. Unless the Chinese soon come to their senses on the military and civil war question, all will be over but the shouting, to use a figurative expression, for the Japanese financiers are acting shrewdly and are buying into the essential industries, iron, coal, cotton, wheat and flour, railroads, and so on through the elements which any sovereign nation must control to be independent. If China sells control of her basic industries to the Japanese, no one can raise legitimate objection, so long as the letter of the treaties is observed. It was recently stated at the Reorganization Conference in Peking that the total revenues of China's 22 provinces and 5 districts is $458,000,000 silver, of which amount the militarists are taking well over half. The truth of the matter is that they probably are taking it all, for the government is running behind at the rate of many millions a year, the railroads are in default for practically all materials purchased in the last five or six years, and it is only through financial juggling that they have been able to keep up, aftr a fashion, payments on their bonded obligations. All of the blame cannot be placed on the militarists either: the Chinese bankers themselves are partly to blame. Instead of advancing money to save their cotton mills, many of them advance large loans to the militarists and to the Central and Provincial governments, thus making a bad situation still worse.

THERE is one way out of course! The potential wealth of China is practically beyond estimation and comparable only to such countries as the United States or Russia. The United States almost up to the outbreak of the World War was a borrowing nation. Practically from the close of the Revolutionary War, in 1783 to a quarter of a century ago, America borrowed money from Europe, chiefly Great Britain. There doubtless were times when, had the British bondholders foreclosed, every railroad in the United States would have passed to foreign control. But the country was able to get out of debt by hard work and peace. The Civil War of 1860 gave a set back, but at its close, internal development proceeded faster than ever. The facts in the case are, that China cannot afford the luxury of further internal strife, if she would preserve her independence. If China could have a quarter of a century of peace and a reasonably honest political administration, she might be able to save herself, for she has an advantage over most countries because the country is already populated with an industrious people. America had to import a population before it could develop wealth. China has everything, resources of wealth and man-power, ready made, but apparently lacks the greatest essential of all, sufficient political sagacity to put her house in order whereby she might be able to enyoy the fruits of her own labor.

MR. BAKER'S ARTICLE ON RAILROAD TRANSPORTATION

IT is practically impossible to estimate in dollars and cents the economic value of railroad transporation, the average person assuming when he sees merchandise being hauled on a railroad, that if the railroad was not in existence, the goods would be moved in some other way. The fact of the matter is that railroads create new business, a factor which few Chinese especially realize. In 1923, for example, the Chinese Government Railways hauled 26,642,848 tons of merchandise an average distance of 178 kilometers. If there had been no railroads, probably half of this merchandise would not have moved at all. The 13,000,000 tons of coal moved in 1923 probably would, to a large extent, still be in the ground, and factories dependent upan coal would not be in operation. If the agricultural, animal, forest and manufactured products were to be transported to the same markets without the use of the railways, the cost of such transportation would be at least ten times what was paid the railways, or about $450,000,000. The loss of the use of this coal and the payment of more than $400,000,000 additional transportation costs would be the penalty which China would pay immediately the railways collapse under the financial and physical abuses which military seizure as causing. This would be an annual cost. During the past ten years great progress has been made in welding the dozen individual government railways into a single railway system under the general direction of the Ministry of Communications. This policy has resulted in much more

than convenience to passengers. It has doubled the number of tons of goods hauled, and increased the prosperity of the people by the value of these hundreds of millions of extra tons of goods. This increase in trade and production (for production will cease if the products can not reach market at reasonable cost) will cease if the administration of the Ministry of Communications is broken down by the regional control which is now being instituted by every petty military force sitting astride a railway line. For these reasons, and many others, which might be mentioned, we recommend a careful perusal of the article in this issue of the *Review* dealing with the subject of economics of railway transportation in China. Mr. Baker is technical advisor to the Standing Committee on the Unification of Railway Accounts and Statistics of the Ministry of Communications and probably has a deeper knowledge of the transportation situation in China than any other foreigner in the land.

Has China Unlimited Time for Reorganization*

BY THOMAS F. MILLARD

IMMEDIATELY following the Peace Conference at Paris there was a strong feeling of patriotism evident among Chinese: their reaction against the treatment given to China in the terms of peace, and especially against the presumption, so evident at Paris, which rated China as decadent and among the political "wards" in international affairs. At that time there seemed to swell from the whole Chinese people a nationalistic sentiment which gave promise of a fresh political awakening.

Since then the Washington Conference has been held, when the idea of the political backwardness of Chinese was relegated, to a large extent, in the treatment given to the China questions. Certain restorations of China's territorial domain and political autonomy actually were made: others were promised, and methods to procure them were indicated.

Three years have now passed since the Washington Conference. It reveals no new thought, nor is it meant as carping, to say that results of that partial restoration of China's sovereign position have been disappointing, so far, to American friends of China. As foreigners regard events here, the course in the last few years has been backward, not forward. Instead of China's government getting better organized, and strengthened, it has become more disorganized and weakened. Instead of progress springing from that little flame of patriotism, there is retrogression.

Even that small flame seems to be burning less brightly. A few years ago the articulate part of the Chinese political body were eagerly discussing forms and principles of government: your minds were busy with plans and projects for national improvement. Now one hears almost nothing of those matters. A feeling amounting to hopelessness seems to exist. It generally is admitted that, for the time, the effort to create a parliamentary form of government has failed in China. Serious foreign observers perceive, now, that it is not so important what form government has in China, or the strict legality of its authority and processes, as it is to obtain a government which is able to function at all.

It is well to remember, however, that China's failure, so far, to make a parliamentary government "work" is not exceptional. Other nations now are in similar positions. Italy, Spain, Russia, Germany, Turkey, Greece—to mention some conspicuous cases—for the time have put parliamentary government aside by either limiting it to perfunctory action or by relegating it wholly. Some European nations are going on with what are termed "provisional" governments, which really are dictatorships of a centralized oligarchy. In a sense Democracy is again on trial in Western countries. I do not consider this anything to worry deeply about. There is no permanence in the forms and names of governments. Democracy (or republicanism, which is the usual method of putting the democratic principle into effect) must, like all other theories of government, be able to stand under fire. If at any time it breaks down, it must be set aside for a method which will operate to stave off anarchy.

*Note: *The foregoing article was delivered in the form of an address by Mr. Millard before the annual meeting of the American University Club of Shanghai on Tuesday, March 10.*

I am a citizen of a nation in which the form of government which broadly we call democracy has not failed. The present position of the United States in the world is proof of this statement. Moreover, while the American people are constant critics of their government and always are trying to improve it, the entire course of events in America since the tremendous upheaval of the World War conclusively shows that the American people now have no thought of changing their form of government: on the contrary, notwithstanding a flood of propaganda designed to modify or qualify our institutions and policies, we firmly have declined to move from our traditional position—and especially, I may pertinently say, we have not been impressed by doctrines which would vitiate the ethical and legal foundations upon which our nation has been built and on which, as we believe, it still rests.

I am speaking to what, in the usual sense, are 'educated" women and men. All of us have attended not only primary schools, but also the seats of the so-called higher learning. In American colleges we have learned, or at any rate we were taught, the theory and method of republican government. Chinese who in America observed the government there moving along in what, on the whole, is an orderly and efficient way, hastily may have assumed that the same forms of government would operate successfully in your own country. Perhaps you thought that because you read something in a book and were able to remember it long enough to set it down in examination papers, that you actually understood the republican form of government, that you comprehended what in America makes the wheels of administration turn without too much friction. You may have thought that because, in college, you had looked over the blue-prints of our political machine, you quickly could construct one like it in China, and make it go.

It is not uncommon, indeed it is rather common for Chinese students in American colleges to excel in their classroom work, and to surpass their American fellow students in academic ranking: and from that circumstance a have noticed now and then something like conceit with returned students, and an exaggeration of their real attainments. Some of you may deduce from your college experience that you equal or excel us in ability to comprehend and function in Western political processes. Doubtless most of you already realize that the knowledge required to make a republican government work cannot be obtained altogether from books, nor learned in schools. American boys and girls begin to learn republican institution and practices, by absorbtion, from the moment when first perceptions penetrate the infantile mind, just as Chinese in their homes absorb family and governmental traditions and customs. It is not what is written in constitutions, or in the law books, that makes a republican goverment function: it is the deep and unseen reserve of absorbed tradition and knowledge in the minds of the people. This is so, I believe, of all forms of government.

It has been said that the West cannot hustle the East: and the West frequently is chided for trying to do that. One hears very often, in reply to Western criticisms of China's slowness in getting its government reorganized, that it took years to get the American government organized, and that foreign impatience with China's slowness is out of place. "Give us time" you say: and the implication of that demand is that you have plenty of time in which to get your government reorganized, and your nation's new position in the world established.

Let us examine that proposition a little. How much time have you?

Chinese will grant, I think, that from their standpoint the present position of their nation in the world is unsatisfactory. You profess to feel that in some respects your position is subordinated, restrained, circumscribed, in comparison with other nations. Yet the mass psychology of Chinese seems to be there is endless time in which to change this condition: that if it is not accomplished in twenty, in fifty, or even one hundred years, it does not matter: that it will be done ultimately. Thus you consign the political future of your nation to fate.

I will not attempt to argue, here, the fatalistic theory of evolution. But I will point out that more advanced and powerful Western nations do not act by that philosophy in their political motivation: nor is there much chance that they will adopt it for many centuries, if ever.

In observing political tendencies nowadays, if one looks beyond the surface indications, certain forthcoming shifts are distinctly portended. This, I believe, especially is true of political philosophy in America. Historians in a later time probably will designate a period of American national development as that of our "international sentimentalism." This period, perhaps, began something more than fifty years ago, and reached its zenith during and immediately after the

World War. It coincided with the time of our national youth and unparalleled rise in material prosperity; it sprang from the unselfish wish to share our blessings with all humanity: it was prolonged by the optimistic belief that these blessings are of a nature that can be so shared without taking away from ourselves what we have made for ourselves, and without diminishing our own benefits, privileges and enjoyments.

I believe that the curtain is falling now on our period in America of "international sentimentalism." It is beginning to dawn upon us that it is not possible continually and lavishly to take away from our store without diminishing permanently what remains for our own use. We see that unless Americans protect their national assets no one else will. We are swinging toward a philosophy of enlightened selfishness. This is our reaction in America particularly from events in Europe since the World War: but inevitably it will be applied to all our foreign contacts and policies, and in due course will affect our relations with China. Eventually it will be applied, I am sure, to political and strategical objectives as well as to defenses against extravagant drives on the American pocket-book. A different political thought, revolutionary in its nature and in its possible results, already is strongly at work in the United States. This political thought relates directly to the question, "How much time has China in which to reform?" in fact, it may decide what your time-limit will be.

Recent scientific studies of the world racial and geographical situation as it stands now show that about ninety per cent of the land area of the earth that is suitable for human uses and habitation is under the direct and indirect political authority of white nations: and at the present rate of procreation, the white races will exceed the non-white races in numbers in less than a century from now. Nearly all of the sparsely inhabited and undeveloped portions of the earth which can support human life are now under the political control of white nations. The questions therefore arise: Will the white nations surrender control of these regions? Will they divide them with the non-white peoples? or will they hold them for their own exclusive needs? If the latter policy prevails, then the Eastern peoples will be restrained within their present areas of dense population, in conditions where the struggle for mere subsistence almost suppresses cultural development and intellectual growth: in other words, will be held indefinitely and perhaps permanently in an inferior relationship to the Western world.

Do you, perhaps, think yourselves able, in such an eventuation, to throw off repression by force? When and how will you obtain the power to do that?

By the most recent scientific calculations the continental territory of the United States will reach the "point of saturation" in respect of population, at present standards of living, in about eighty years, when the population should be a little less than two hundred millions. The extreme point of saturation at the lowest standard of subsistence is placed at about 340 millions. These figures explain our decision to limit immigration to our country.

The white Races surpass the Colored Races

It may surprise some of you to hear that, at present, the white races are increasing about three times as rapidly as the colored races are: not the birth rate, but those who survive to reach adult age. If this continues, in less than a century the natural increase of the white races will occupy the undeveloped temperate parts of the earth, which already are under the political authority of the white nations, and will begin to press upon those sparsely settled and undeveloped regions which now remain under the political authority of colored peoples. A leading scientific authority sets the time-limit when the numerical majority on earth will pass from the colored to the white races at sixty years from now.

The application of these conditions to China is obvious. In sixty years, probably, the power of an actual numerical majority will be added to the military, scientific, financial and economic power of the West, to back up the unequalled political genius of the white races in what well may be the final conquest of this earth by man. This does not mean, necessarily, that China has sixty years in which to pull herself together and become strong enough to recover and to defend her territorial and political position. The farther China slips downward, the longer and harder will be the pull to get back. By the process now going on, the time-limit for recovery can be cut down greatly.

You, may think that America, at least, among the great powers will not change her political philosophy to adopt such a thesis as I have intimated, and that her influence will be sufficient to prevent its actuation by Europe. As to that, I will quote from a recent book by an American professor of psychology and ethics, who asks, in effect: "Why ought we to pursue policies which favor the unfit nations and peoples at the expense of the fit?" And further: "It should be our task to make conditions in the world such that the ones shall be favored who seem best able to profit from the favor" .... "The maximum good to humanity cannot be secured by favoring the inferior, no matter how much this course may be dictated by uncritical idealism and sentimentaliam."

The comments whose tenor I have just quoted are not an isolated instance. I could mention a dozen or more serious books published in the last three years, written mostly by professors in the leading universities in America, which outspokenly advocate the need for our nation to adopt that political philosophy.

You will be able, without any particular elucidation by me, to connote the practical application of such a political thesis to the case of China. If it should be considered desirable, for the protection of the western standards of living and culture and to make secure the ultimate domination by the western nations, to hold the more advanced Oriental nations back until the natural and material laws now operating shall reach a certain point, what is taking place today in China is, as we say in America, "made to order" for that purpose. Probably the easiest way to keep any nation subordinated to alien influence or rule, or to pave the way to institute alien rule, is to develop quarrels and antagonisms inside that nation. The doctrine of the old Roman Empire, you may remember, was expressed by the phrase, "Divide and Rule." With China today it is not necessary for foreign nations, were any so disposed, to instigate internal schisms to disintegrate the nation: The Chinese are attending to that themselves. If it is the policy of Western nations to keep China "in chains", as some of your radical enthusiasts describe present conditions, they only need to let things go on as they are until the time-limit runs its course.

The Survival of the fittest

In everyday human affairs the unfit are thrust into the background, or eliminated. In economic production, when a machine becomes worn out, or from antiquation it becomes too wasteful or dangerous to use, it is scrapped. This principle applies in world governance. I am convinced that if China continues in her present course her national entity will be scrapped by civilization as a piece of worn-out political machinery, and something workable will be put in its place. The collocation implies that such a new order will be in the direction of strengthening Western influence and authority here.

We are in China, and my remarks are principally addressed to the Chinese members of this club. I have spoken frankly; for it seems to me that people in China, both Chinese and foreigners, are so close to the shifting political scene here that they sometimes are unable to relate it to political events and tendencies elsewhere.

I hope that none will construe my remarks as recommending that Chinese should abandon their declared purpose to try to reorganize their government, eventually, on the republican basis. I believe that in substance and principle all government will come to that: indeed, most of the leading nations already have done so. I point out that the republican form of government requires an elaborate political machinery, more complicated than is required by any other system: and such machinery cannot be set up overnight, nor operated by untrained persons.

Furthermore, it is very dangerous, especially in the present state of the world, because some Chinese may think that your improvised republican machine now is not working legally or constitutionally, therefore to oppose government here which by force of circumstances must be extra-legal. A dictatorship is better than no government: and in some important nations in Europe the people have preferred to substitute, temporarily perhaps, a tairly efficient and purposefull dictatorship for a factious, purposeless, and inefficient parliamentary system.

I would utter a warning against a disposition which is very common, to take certain political attitudes and relationships as static. It is a mistake to regard American thought about China, and the policy of American government regarding China, as being permanent, or fixed. Policies of governments do, and must, shift according to conditions: in the end all hypotheses will be shaped to facts. Up to now the American policy toward China has been predicated on a belief, and a wish, that China can adapt herself to the conditions of the modern world and take a place among the stable and responsible nations. I do not believe that the diplomacy of any foreign government or the persuasion of any foreign propaganda can undermine that belief and the policy which is based on it.

But Chinese can do that. Whether the "American idea" concerning China is to stand or fail is "up to" the Chinese.

Marshal Feng and the Northwest

BY Y. Y. LEE

THE so-called North West, commonly known among the Chinese as a land untouched by Chinese civilization, includes the Three special Districts, namely, Sui-yuan, Charhar and Jehol most part of which belonged to the Inner Mongolia during the Manchurian regime. They were created after the founding of the Chinese Republic as special districts in distinction from the other provinces of China Proper, because special attention is needed in the government of these districts, in view of the fact that they are the stepping stones to pass China's sovereign power no less than Chinese civilization into the whole of Mongolia, nominally a Chinese territory but actually an independent state or rather a protectorate of Russia. But, for reasons various, nothing has been done in that respect.

When Marshal Tuan Chi Jui was the Chief Minister under the Presidency of Hsu Shih Chang, General Hsu Su Cheng or "Little Hsu" was appointed the Frontier Defence Commissioner of the North West with such an errard as to develop Mongolia by first developing the North West. It is an undeniable fact that "Little Hsu" did his best at first toward the carrying out of the policy above mentioned. Unfortunately, however, his fire of political ambition is too strong, and not long after, it resulted in a horrible civil war in 1920, before anything was accomplished. Ever since the downfall of this able but too ambitious general, nobody has ever been appointed to succeed him under that auspices for about a dozen of years. The North West has been completely neglected.

The gloomy view held by Marshal Feng Yu-hsiang over his retirement changed, as believed by many, upon the issue of the mandate by the Provisional government appointing him the Tupan of the North West and brightened still more brighter after his arrival at Kalgan. According to what he has done and what he is to do in that city and Sui-yuan and Charhar Districts, as seen in his Chinese New Year speech (published in Ching Pao, Peking) and the conversations with the local gentries and the newspapermen, it is quite sufficient to convince us of the fact. So it is sincerely hoped and desired by all that he will soon cancel his resignation and take up the task of reforming and improving the waste lands, for he is the very man for the North West and the North West the very place for him, in view of the following facts:

In the first place, the Three Special Districts bordered with one and another, lying between China Proper and Mongolia, stand in a very important position politically. They are on equal footing with the Three Eastern Provinces, except that the former is not developed at all while the latter has been well developed. Therefore, Marshal Feng needs the North West in order to stand against Marshal Chang in the North East and meanwhile the North West needs Marshal Feng to take the lead in all endeavors to keep abreast with the North East.

As the Three Special Districts are frequently infested by bandits, some strong hands are urgently wanted to supress banditry. To fill such a demand, no other general in China is better qualified, than Marshal Feng and his subordinates who are more honest and servicable in local affairs and less ambitious in politics. And what is more, the people of the North West who are mostly strong in physique and peaceful in mind would make very good soldiers, if so trained. Those who learn riding on horse back early in their youth can be made a cavalry corps unsurpassed anywhere. With such people as soldiers and such places as strongholds, General Feng will be able not only to stand firm in the political arena but also to make the People's Army China's only military force, in case self-defence is necessitated by an international crisis.

Secondly, as industry is to be developed by industrious persons, especially in places of the North West where climate is unfavorable and living extremely hard, Marshal Feng and his soldiers are such as exactly required. The prospects of agricultural, mining, animal-raising and leather-manufacturing are indeed very great in the North-Western regions. There are acres of fertile lands outside the Great Wall, untilled or tilled unscientifically. There are millions of cattle, sheep, camels, ponies and other animals grazing on thick grass through the length and breadth of this part of China. The raising of animals there is considered to be the most economical in the world. Coal and iron are hidden in mountains and hills unmined. The trade to Mongolia from Kalgan has been proved the most profitable in China. The traders to Mongolia consider it a fair and reasonable bargain to buy from the mongols a pony with a fan or a sheep with a small box of matches. It is a great pity that many Chinese do not realize the industrial and commercial possibilities in the North West.

Now it only needs sufficient capital and men of industrial and technical ability to construct first of all a railway from Kalgan to Urga, then open agricultural and animal-raising farms and establish different factories to make the North West like California of the United States. Besides, an authoratative leader who can bravely stand against hardship and perseverently overcome the seemingly insurmountable obstacles is urgently required. Marshal Feng, known as an ever-enduring struggler against difficulties, is no doubt fit to answer this requirement. Moreover, he has been advocating and practising on a smaller scale the utilization of the labor of his soldiers for industrial undertakings for a number of years and now the time has come for him to carry out his plans. He can get no better place than the North West for his experiments and the North West can not be otherwise better industrialized.

In the third place, educational endeavor should be made with more promptness in the North West than in other parts of China, because the people there are as simple minded as illiterate. They would be truthful and honest citizens, if educated, and bandits or slaves, if not. Fortunately, Marshal Feng, besides being a military and industrial leader, is also a man who pays much attention on education. A few days stay in his camp, will tell us that he is. So even in this respect, Marshal Feng is well fit for the North West.

In the fourth place, as the North West is very sparsely populated by unintelligent population, more intelligent people from different provinces of China Proper should be induced to emigrate into these lands. However, before communication is made convenient and industry developed over there, the writer can not see that many would like to go to suffer the hardships they had never suffered at home, unless they are offered substantial inducements.

Therefore, the best plan at present is, to populate the North West with the Christian soldiers who will serve as pioneers. To each of them a piece of land should be given to be tilted to support himself; or a factory or a farm should be established to employ their labor to enable them to maintain their livelihood. Although the detailed plans can not be given here, owing to the limited space, the writer is confident that by so doing, the soldiers will be made self-supporting without the financial support from the Central government. Marshal Feng, to be sure, is not blind to these possibilities and therefore, he moved his abode from Shih Shan to Kalgan under cover of having an airing.

Tsingtao, March 6, 1925.

Dr. Sun Yat-sen Dead

Dr. Sun Yat-sen, the "Father of the Chinese Republic" is dead. He passed away at Peking on Thursday morning March 12, after a long illness.

Born in 1866, the son of a Kwangtung farmer, Dr. Sun played a greater part in the modern history of China than any other one man. In his younger days he was attracted by revolutionary doctrines and founded the Young China Party at Canton. An early conspiracy failed and Dr. Sun had to flee from Canton and went to England. It was at that time, that he was kidnapped by the Chinese Legation in London but was released after British official representations. He has acquired a worldwide reputation which accompanied him through his entire life.

He toured Europe and America on an errand of revolutionary propaganda but returned to China after the Revolution had made headway in the country. He was elected the Provisional President of the Chinese Republic by the Nanking Council in 1911, but subsequent political developments saw him and his party, the Kuomintang, drift away from the north until he organized his own government at Canton and was elected "President" in 1921. In recent years Dr. Sun's attitude underwent a vast change, slowly orientating to Soviet Russia and a campaign for immediate abrogation of foreign treaties and abolition of extrateritorial privileges in China.

Details of Dr. Sun's life and work will appear in next week's issue of the *China Weekly Review*.

American Catholic Missions in China

KENNETH SCOTT LATOURETTE

(From the Chinese Recorder)

THE past two decades have seen a remarkable development of the interest of American Catholics in foreign missions. Up to the present generation the United States was itself a foreign mission field of the Catholic Church. Until the middle of the nineteenth century there were very few Catholics in the country. Then they came in wave upon wave, first Irish and Germans and later Italians, Poles, and other peoples from southern and eastern Europe. There immigrants were as a rule poor and uneducated and began on the lowest rung of the social and economic ladder. The energy of the Church was naturally absorbed in caring for them, in building schools, churches, monasteries, and in recruiting and training a body of sisters and clergy, and in this work assistance from Europe was long needed. Like their Protestant predecessors, although of course much later than they, the Catholic immigrants profited by the economic opportunities in the United States, gradually accumulated property, increased their incomes, and improved in education. In this general prosperity the Church has both helped and shared. It has provided the immigrants who traditionally belonged to its fold with religious instruction and privileges and has aided in furnishing them general education. It may be remarked parenthetically that even from the Protestant standpoint this has been a great service; but for the Church, the mass of these immigrants might have drifted away entirely from all religious faith and have been a drag on the country spiritually, morally, and intellectually. The Catholic Church in America has not yet passed the brick and mortar stage. Even a casual inspection of our cities will show many new churches in process of erection, and monasteries, nunneries, seminaries, colleges and universities being founded and rapidly adding to their equipment. The United States is, however, no longer a foreign mission field and the Church is beginning to have surplus energy for other lands. The bulk of Catholics, both laity and clergy, are still uninterested or but little interested in foreign missions, but a movement toward foreign missions began a little less than twenty years ago and has been growing with phenomenal rapidity. To-day American Catholics are contributing to the Society for the Propagation of the Faith, which has so large a part in providing money for the missions of the Church, more than those of any other country, and in more than a dozen places candidates are being trained for work abroad. The Catholic Students' Missionary Crusade, now only about a decade old, is modelled somewhat after the Student Volunteer Movement and has had a remarkable growth. The interest in missions seems only at its inception and rapid and steady progress appears to be certain.

Interestingly enough, most of this new missionary interest has sought an outlet in China, and a list of the organizations at work shows what extensive foundations have been laid. The oldest American Catholic body at work is the Catholic Missionary Society of America, with headquarters at Maryknoll, Ossining, New York. Here in great stone buildings, which are still under construction, on a magnificent site overlooking the Hudson, candidates are being trained for the missionary priesthood. The present plan is for buildings to accommodate three hundred and fifty students, and perhaps fifty a year will be graduated, most of whom will go abroad. The priests are seculars; that is, they belong to no religious order; but associated with them in the Society, to provide for the women's work, are some Dominican sisters. The Society sent out its first missionaries in 1918 to Kwangtung and to-day has fields in parts of Kwangtung and Kwangsi formerly assigned to the Missions Etrangeres of Paris and has recently been given territory in Korea. Father Superior Walsh, one of the founders of the Society, is still in his prime, so young is the organization. The Society of the Divine Word, a missionary order that is chiefly German in membership and that has headquarters at Steyl in Holland, has several training schools in America, drawing candidates chiefly from those of German descent. Its head college in America is at Techny, Illinois. Here, in a large plant which, like that at Maryknoll, is still uncompleted but growing rapidly, missionaries are being trained. The first were sent to Shantung, to aid the work maintained there by the members of the Society from Europe, and recently Kansu has been transferred to the American province from the Society of the Holy Ghost, a Belgian organization with headquarters at Scheutveldt. The Passionists have within the last four years begun sending both priests and sisters to Hunan, American Franciscans are sending recruits to Wuchang, a society with headquarters at Maynooth in Ireland and American headquarters at Omaha is sending priests and sisters to Hanyang. Sisters from St. Mary's in the Woods at Terre Haute, Indiana, have a school for girls at Kaifeng, and in that same city secular priests from the Philadelphia diocese are aiding the (Italian) Milan Society in its work. Some American Lazarists—also know as Vincentians—have been sent to aid their European brethren in Kiangsi, American Dominicans are taking over from the Spanish members of the order the care of a portion of Fukien, and just recently Benedictines from Pennsylvania have sketched out a project for a great Catholic university in Peking.

This aid from Americans has been extremely fortunate for Catholic missions in China. The mainstay of these has for many years been the French, with substantial aid from the Spanish, Italians, Germans, and Belgians. The French, of course, and especially the great Missions Etrangeres of Paris, suffered severely from the War, and the others, with the possible exception of the Spanish, were also greatly handicapped by the struggle. Now come the Americans, from a young and rich nation and from a group whose energies and wealth are rapidly increasing. If any large percentage of American Catholics can be aroused to enthusiastic support, they may well become an extremely important factor in the work of their church in China and may in time even predominate. Whether they will bring in new methods or alter materially the character of Chinese Catholicism, it is too early to say. Certainly Protestants will watch future developments with the greatest interest,

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New Community Church Officially Opened Sunday, March 8.

Sunday morning March 8, saw the official opening and dedication of the first completed unit of the Community Church of Shanghai, services being held in the new building on Anenue Petain, across from the American School.

Reverend Cleland B. McAfee, Chicago minister, delivered the sermon, his subject being, "Worship and the House of Worship."

After the dedication services, the building was open for inspection to visitors. A reception committee was on hand to greet the large crowd and show them through the edifice. The first communion in the church was held at 5 o'clock Sunday afternoon, at which time baptism ceremonials were held for two persons.

The style of architecture is Tudor Gothic, chosen by the members of the church, who decided to build in three units, the social hall, the Sunday School unit and the Assembly Hall or Church proper. It is built in such a way, that any increase in the American School or community, will be adequately taken care of by expansion of the church. Being in the heart of the growing American community this feature of the new church is very important. The present completed feature of the new church is very important. The present completed unit consists of the social hall and a part of the Sunday School unit.

The hall will seat about 400 on the first floor and 150 in the gallery. Four smaller rooms are on each side of the platform. A beautiful baptismal fount has been given to the church as a memorial gift by Rev. and Mrs. E. C. Lobenstine. Underneath the choir loft is a passageway and a dressing room. The dressing room contains three shower baths stalls and toilet facilities. One or more tennis courts are expected to be developed in the summer.

The church kitchen and pantry will be equipped to make it possible to serve teas and luncheons, and perhaps later sufficient equipment for church dinners will be installed. In the rear of the church there is a temporary structure, Chinese style, which will be used as servant's quarters, garage, and store room. This building, however, will be torn down when the manse is erected, for those features are to be incorperated in the manse.

The church goes into its new building with a defici according to the financial statement of February 28. Receipts total Taels 49,484.51 with disbursements amounting to Taels 89,118.25. The statement estimates that Taels 11,000 is due the contractor. Unpaid pledges amount to Taels 6,203.34.

The church proper was organized four and a half years ago, and since then 695 names have appeared on the membership rool. The present membership is 458. One hundred and one American school children are on the roll, and twenty-six denominations are represented in the church. Estimated turnover each year of the members is about 25 per cent.

Rev. Clifford M. Drury is pastor of the Community Church. He is the second pastor in the existence of the institution. Dr. Luther Freeman was first pastor, serving two years. Rev. Drury came to Shanghai in March, 1923.

An Undergrad Writes About His American Education

The following letter written by Mr. Kyung-Paung Yeu, a Chinese student now at Dartmouth College, appeared in the St. John's Dial for January 20. The letter should be of general interest in view of the present agitation now going on in Chinese educational circles on the subject of the use of the Boxer Indemnity as well as agitations regarding the mission and government schools.

UPON the completion of a semester's work in the American college, I, the undersigned, realize clearly the fact, that a Chinese student ought not to come to take his undergraduate work in an American college unless there happen to be some special reasons for so doing. In order that others may be aware of the missteps of their predecessors, I will undertake the task here of dispelling the fallacious conceptions which nearly every Chinese undergraduate has in his mind when he comes to study in this country. Future comers will have these same misconceptions if they do not take pains to investigate for themselves.

To begin with there has been a prevailing idea in the minds of Chinese students in the past that they could seek more knowledge in American colleges which are better than the colleges in China. But, through experience, I have found that undergraduate work in American colleges is practically the same as that at St. John's. It is perfectly true that more courses are offered in American colleges, but the majority of these courses are open only to postgraduates and to advanced students who are specializing. The freedom of selecting courses is, in the case of undergraduates, highly restricted.

As a matter of fact one finds that the chance of choosing courses in American colleges, where a vast number of courses is offered, is confined to the same limits as those which one finds at St. John's, where the number of courses that are offered is comparatively small. Although the staff and facilities of colleges in America are supposed to be superior to those of the schools in China, yet, speaking from experience again, I venture to say that the staff and facilities at St. John's are more than good enough for undergraduate study. Thus, as far as courses, staff, and facilities are concerned, the undersigned sees no reason why Chinese students as undergraduates should be attracted to American colleges.

Then, there was a general belief among our students in the past that in order to acquire a better knowledge—in speaking, especially—of the English language, it was better to go to study in America, as soon as circumstances would permit. Not only is such an idea fundamentally incorrect, but it even deserves condemnation. English:—what is the use of English to the Chinese? Why should we seek to have such a high proficiency in the English language, rather than being merely capable in reading and writing English? If English,—or in fact if the learning of any foreign language—is the indispensable part of a man's education, then why do not Americans (with the exception of a few missionaries who do) come to China to learn our venerable Chinese?

The conclusion which the undersigned arrived at recently is that English is nothing but a medium through which we, as foreigners, must pass before we can reach the land of Western knowledge. And it is because of this,—the fact that English is nothing but a medium,—that one, should incline to the belief that English is by no means so important to us Chinese as some persons would blindly insist upon. Indeed, English would not be necessary to us at all, if it were not the key to Western learning. So it seems simply irrational that a Chinese student should come to America to pursue something which is decidedly unimportant, and, moreover, something which can be acquired adequately, and completely, at St John's.

In connection with this I might perhaps mention another point. We, while preparing ourselves to be useful citizens and reformers of China, ought to have a vivid background composed of her social, economic, and political life. For it is only through a thorough knowledge of these conditions in Chinese life that we can be fully conscious of her defects and the short-comings as well as her pressing needs and national problems. As our foremost responsibility lies in the salvation of China, her present needs ought to be a great influence in the shaping of our careers. Chinese students who leave for America before their graduation from one of the colleges in China, are still immature—if I am not wrong in my use of the word,—and their knowledge about the conditions of China, is still insufficient, if not entirely vague. Consequently, they do not get the best results out of their studies. They pursue their studies in America more or less blindly. They drink in everything, trusting to luck to make use of some of their knowledge when they return home. These students, then, among whom I am one, would be therefore not only useless to China, but even disastrous, since the tendency is to become over-Americanized and possibly denationalized.

Finally and most deplorable of all, most of the undergraduates who came here in the past overlooked, or only gave slight consideration to the financial problem. To study in an American college for four years means an expenditure of about $10,000 when one takes expenses and rate of foreign exchange into account. It this money were devoted to a necessary and worthy purpose, then there would be no objection whatever. But when the contrary is true, when the purpose is not necessary and worthy, the fact clearly argues that the financial question ought to be rather seriously considered, before a student embarks on a steamship for the States.

Nearly every student who came to America to take undergraduate work fell into pitfalls because of the narrow conceptions he had in mind when he was in China. There are of course other reasons besides the ones above why study in America in many cases is not desirable, but this is not the appropriate place to draft a lengthy explanation of them all. The few paragraphs above will be sufficient,—I think,—to serve as a word of caution to those who are planning to take their undergraduate work here in the near future. It is not the attempt of the undersigned to convince others that to pursue undergraduate work in America is wholly futile. One must admit that there are exceptional cases. These above-mentioned propositions are therefore presented only for consideration and discussion.

Dartmouth College
Hanover, N. H.

N. A. Thompson Joins Tide Water Oil Co.

N. A. Thompson, for several years connected with the Standard Oil Company of New York in China, has resigned to accept the position of head of the Far Eastern Department of the Tide Water Oil Company, 11 Broadway, N. Y. While in China Mr. Thompson was connected with the Shanghai, Tientsin and Hankow offices of the Standard Oil Company, and for two years served as secretary of the American Chamber of Commerce of Hankow. Although Mr. and Mrs. Thompson will make their home in New York, Mr. Thompson will make occasional trips to the Far East in connection with his new work.

Ford Assembly Plant in Japan Nearing Completion

Henry Ford believes that when a good market is assured for his cars and trucks he should meet that demand halfway. This is admirably evidenced by the newly organized Ford Motor Company of Japan, chartered under the laws of Japan, and nearing completion at Yokohama, the great port of that Empire.

In conversation with the *China Weekly Review*, a representative of the Ford Motor Company, stated that Ford's move was the direct result of the growing demand in the Far East for Ford cars and trucks, and Ford's desire to supply that demand at the lowest production cost possible. While the plant will only supply the Japanese Empire at the present, it is intended eventually to supply the entire Far Eastern trade, which will include China.

The plant, which will begin operations in April of this year, has a capacity of fifty cars per day and will use about 175 Japanese in the factory while 45 will be employed in the office. It is of modern construction throughout, and will embody many features that are rarely found in Far Eastern factories.

It has also been learned upon good authority that the newspaper talk of Ford's entering the shipping business is without foundation Ford merely has placed his own ore shipping boats in operation in order not to be idle during the winter months, when frozen waters tie up the transportation.

At the present time the demand for Ford cars and trucks in the Japanese Empire is approximately 300 cars per month.

Development of Accountancy In China

BY LIZEN SCHENG, M. I. C. A. C.

IN the development of the Chinese business during the last few years there has been nothing more remarkable than the rapid rise and expansion of accounting. Seven years ago there was no public accountant among the Chinese in China. All firms, foreign and Chinese as well had its accounts audited by the foreign public accountants. The most illogical thing is that the foreign accountant who did not read or understand any of the Chinese language audited the accounts that were all in Chinese and of the Chinese accounting system, especially a system that had no standard form. Each province had its own way of keeping accounts, each firm had its own peculiar method and each person was at his liberty to use any invented accounting term. Such was the condition in accountancy in China seven years ago.

In 1919 the Ministry of Agriculture and Commerce began to see the importance of this science in the finaneial, commercial and industrial life of China. Although the public began to recognize its importance no one organization body showed interest particularly in it. During the same year there was one public accountant certified by the Ministry of Agriculture and Commerce. He was Hsieh Ling, a graduate of Ming Tze University of Japan, who was then director of the Bank of Communications.

At first there was a very slow progress in this profession. Later on a number of accounting books was published and gradually courses in accounting were introduced in the curricula of the schools. During the first five years only twenty-five men were qualified and certified by the government as public accountants and auditors. It was not because there were any strict examinations but it was because there were very few men interested. But suddenly, during 1923 and 1924, this profession greatly aroused the interest of many of our Chinese and there were more than seventy certificates issued by the Ministry of Agriculture and Commerce. Among these public accountants more than one-third are in Shanghai now and there are already many important firms, such as the Han-Yeh-Pin Coal and Iron Company, China Navigation Company and many banks have their accounts audited by Chinese public accountants and auditors.

Of these certified accountants a great many are Japanese returned students, a part are trained in the home colleges, some are American returned students and very few are from Europe. Many of the accountants and some of them were professors of accounting. It is interesting to note that it was these men who formulated the uniform classification of accounts for the Chinese government owned railways and it was they who recommended to the Bankers' Association a uniform accounting terminology for all banks in China.

A very important fact is that though the accountants are in their infancy they have already organized an Institute which is already chartered at the Ministry of Agriculture and Commerce under the name of the "Institute of Chartered Accountants of China," and members of which are given the exclusive rights to use of the latters "M. I. C. A. C." This institute serves the same purpose and aim as the well-honored Institute of Chartered Accountants of England and Wales and highly esteemed Americrn Institute of Accountants. The object of this institute is to unite and encourage cordial intercourse among accountants practising in China, to promote and maintain high professional and moral standard, to safeguard the position of the public accountant, to advance the science of accountancy, to collect through research and to disseminate sound accounting principles and adoptions to the Chinese conditions and to standardize Chinese accounting systems and termology.

This institute is composed of only the persons who are already certified by the Chinese government as public accountants. It is their duty, as embodied in the bylaws of the institution, to develop and promote the accountancy education, to answer and advise the governmental bodies, especially the courts for all matters relating to accounting, to help and encourage those who are interested in accounting, publish magazines and to establish libraries.

The governing body of the institute consists of a council of five members, two auditors and an executive committee of eleven members. It is the duty of the council to take control and management of all the property belonging to the institute, audit the accounts of the institute and report at the annual meeting; and that of the executive committee to administer the affairs of the institute, supervise the financc and exercise such other powers as designated by the council. It is the nucleus of future and further development in the science of accountancy in China.

The reasons for this remarkable growth and expansion of accountancy in China are quite apparent if we stop to think of a few facts of the general development of the economic life in China, banks, commercial corporations and factories, during the last few years. Just take note of the change from private or sole proprietorship to the corporate form of organization. The enormous growth of manufacturing, financial, commercial organizations and the constant accumulation of millions of dollars whereupon the shareholders naturally demand much more accurate determination of profit or loss. The welfare and financing of our great modern commercial and industrial organizations must depend totally upon the confidence of the shareholders in the efficency and integrity of the management. Only the proper accounting will show the shareholders whether or not he is receiving a just share of profits, and creditor or bondholder any impairment of assets or security. This is one plain fact that the general development of economic life in China has helped greatly in the development of accounting in this country.

But another fact is that the shareholders of a corporation have realized that they have two representatives of their interests, the one administrative as represented by the Directors, the other critical, in the person of their auditor. The latter is practically a check on the former, and frequently prevents the directors from acting impulsively or recklessly, knowing their transactions will ultimately be reviewed calmly and impartially by the auditor, who will communicate the result of their investigations and criticism to the shareholders.

Shanghai, March 6, 1925.

Large Attendance at Annual Meeting of University Club

More than 200 members and guests gathered at the Union Club on Tuesday evening, March 10, for the annual meeting of the American University Club. The chief interest attached to the meeting was an address by Thomas F. Millard which appears elsewhere in the *Review* this week. Following a short business meeting which comprised the reports of the committee and the election of officers, Mr. Millard gave his address and a musical program was given. Miss Alice Wu of the American Oriental Picture Corperation, gave a pianologue, and the St. John's quartette, Hawaiian trio and a Chinese orchestra contributed numbers. The orchestra from the *s. s. President Grant*, furnished music for dancing. The officers elected for the coming year were: Jabin Hsu, president; C. L. Boynton, vice-president; Robert Mishler, secretary; and V. Fong Lam, treasurer.

Trade Inquiries

Following Trade Inquiries were received from the American Consulate-General, Shanghai:

Stanley Mfg. Co., Dayton, desires to be represented in China for the sale of stationery supplies.

Bertrand & Co. 6029 Locust St., Philadelphia, Pa interested in purchasing China wool.

Johnson Motor Co., 4 West 61st St., New York City, desire a suitable agent to handle 2 cylinder, 2 H. P. detachable motors for small water craft.

The annual report and balance Sheet of the directors of the Chekiang Industrial Bank, Limited, submitted at the seventeenth annual general meeting of the stockholers on December 31, 1924. shows a net profit for the year of $382,-587.91. This amount, with $9,972.42, which was the balance of profit brought forward from the last account, was recommended by the directors to be disposed of as follows: To be added to Reserve Fund, $80,000; To dividend at rate of 12% per annum, $216,000; To bonus for directors, auditors, officers and staff, $77,835.16; Balance to be carried forward to 1925, $18,725.17.

Men and Events

The Shanghai Ratepayers Association held its annual general meeting on Wednesday afternoon, April 11, at the Royal Asiatic Society hall, 5 Museum Road, Shanghai.

S. R. Brown, sub-manager of the International Banking Corporation, departed on home leave on Sunday, March 8, on the *s. s. Empress of Asia*. J. H. Brett of the Tientsin office, is succeeding Mr. Brown in Shanghai.

T. W. Stedman of the United States Steel Products Company, Peking, has recently arrived in Shanghai to be connected with the office here in the Union Building. Mr. Stedman is accompanied by Mrs. Stedman and son.

The American Consul-General has received a telegram stating that President Coolidge has appointed and the Senate has confirmed the appointment of Frank B. Kellogg as Secretary of State and that Mr. Kellogg entered upon his duties on March 5.

J. Whitsed Dovey, delivered a lecture on "The Life and Times of Confucius," at a meeting of the Royal Asiatic Society, on Thursday afternoon, in the lecture hall, 5 Museum Road, March 12, at 5:30 o'clock. The lecture was illustrated by lantern slides.

The American Chamber of Commerce of China will hold its annual dinner and meeting on the evening go Monday, April 6, 8 o'clock, at the American Club, Shanghai. At this time the reports of the president and treasurer will be presented and the election of directors for the ensuing year will take place.

George B. Pattison, president of Vantine's New York, accompanied by Ho Chu of the Soy Kee Co., left New York City February 10, for one of their periodical trips to the Far East to make extensive purchases for this wellknown Oriental emporium. Situated in the heart of Fifth Avenue shopping district of New York, Vantine's has shown remarkable recent expansion and is now considered the leading Oriental retail mart in America.

Dr. and Mrs. Harry Ward of New York, who are traveling in the Far East, after spending some time in Russia and Japan have arrived in Tientsin and Peking, according to a report. Dr. and Mrs. Ward plan a five months stay in China lecturing. Their program includes several summer conferences of mission workers. They plan to return to New York in July, where Dr. Ward is connected with Columbia University and the Union Seminary.

Of the four missionary fellowships assigned by Union Theological Seminary, New York, three come to China for the year 1925-26. Rev. Earl Cranston, Rev. Warren Dudley, and Rev. W. L. Sanders, all of the Methodist Episcopal Missions in China. Rev. C. C. Feng, of Peking, will be with them, using the fellowship originally assigned for 1924-25. Four missionary fellowships (yielding $750.00 a year) and two missionary scholarships (yielding $450.00 a year) are available each year for missionaries on furlough and for especially qualified nations of mission lands.

The *China Weekly Review* is in receipt of a copy of *Sun Yat Sen and the Chinese Republic*, by Paul Linebarger, published by the Century Company of New York City. Judge Linebarger spent many years in China, giving up his law practice to promote a constructive plan for starting Chinese manufactories with American machinery, Chinese-American capital, and American technical supervision until production is established. Besides its picturing of the greatest figure of modern China, the book contains a large amount of explanation of Chinese conditions, customs, belief and thought. It may be mentioned that Judge Linebarger has not rushed into print a book to meet the cables that Sun Yat Sen is very ill and may die soon; the book has been in preparation for nearly five years, according to the publishers.

Notwithstanding the recent hints of the possibility of a general advance in rates in the Far Eastern trades because of the increased cost of fuel oil it is understood that such a policy was not adopted at the joint conference of Atlantic and Pacific rate committees, which opened in New Orleans on Febuary 25. Some adjustments were made, however, in rates from the two coasts involving increases in west coast and decreases in Atlantic schedules, with a view of bringing about a more equitable distribution of shipments between the two coasts. Among those who attended the convention were: S. M. Wilcox, of the Dollar Steamship Line; H. M. Fowler and J. D. O' Reilly, of Norton, Lilly & Co.; E. C. Trainer, Nippon Yusen Kaisha; E. J. S. Bays, Osaka Shosen Kaisha; A. J. Shears, Suzuki & Co.; G. W. Clough secretary of the Far East Conference.

The World's Chinese Students' Federation held its twentieth anniversary dinner at the Great Eastern Hotel, on February 27, at 7 p. m., C. P. Fang, the vice president presided, and P. K. Chu, the general secretary and Liang Shih Yi, the former prime minister and a life member of the Federation delivered the speeches. A program of songs, recitations, and dancing comprised the program. Among those present were Lee Tsao Kwai, city magistrate; Chang Tse-Ying, superitendent of police; Kwan Chun, magistrate of Mixed Court; S. K. Chen, Commissioner of Foreign Affairs; J. B. Sawyer, American Vice-Consul; V. G. Lyman, President of Union Club; Hsu Un Yuen, president of Chinese American Bank of Commerce; Y. M. Chien, vice-president of Bank of Communications; Wu Pih Chiang, president of China South Sea Bank; James Lee, manager of Union Bank; Wang I Tang & Hsia Hung Chang, directors of Chinese General Chamber of Commerce; Chen shut Kai & Yang Mai Nan of Butterfield and Swire; Jabin Hsu of *China Press*; Walter Chen of *N. C. D. N*; C.P. Yin, formerly managing director of S. N. R. & H. N. R; M. Y. Chung, formerly director of the Shanghai Mint. F. M. Sah, former Commissioner of Foreign Affairs; Dr. G. Z. Lee, president of Fuh-Tan University and C. Y. Tang, of Nanyang University and 200 others.

Industrial and Financial Notes

China's dependence upon foreign countries for staple food supplies is clearly evidenced by the increasing amount of rice and flour annually imported during the first half of 1924. The unofficial returns show that 4,576,000 piculs (305,050 tons) of flour were shipped into China, or more than double the amount for the same poriod in 1923. The Monthly Summaries of Foreign Commerce of the United States report that the United States shipped to China during the poriod reviewed 2,939,000 barrels of flour and heavy sales have followed since. Indications point to a continuance of heavy Chinese purchases of foreign flour since, although much of this year's crops was salvaged from the floods and other disasters, planting of new crops was interfered with. Moreover, flour is rapidly replacing the use of rice especially in Northern China and the Chinese prefer the foreign product which they use either unadulterated or mixed with the native product. During the first six months of 1924 nearly 10,200,000 piculs of rice were also imported, a slight increase over the same period in 1923 and about half the entire amount imported for the entire year. Sugar imports likewise advanced 42 per cent, totaling 2,654,000 piculs. Nearly 3,500,000 piculs of manufactured iron and steel (*mostly for construction purposes*) were reported, an advance of practically 74 per cent over the 1923 period

The increased trade centered in Hankow, Dairen, Shanghai, and Tientsin. Notwithstanding the continued unrest throughout the country, a considerable business was transacted in foreign electrical supplies, (*the valuation of*) imports amounting to 2,031,000 Haikwan taels, a gain of 31 per cent. Practically 111,000,000 square feet of soft wood lumber were shipped into China by steamers, a rise of 35 per cent but machinery of all kinds dropped from 9,788,-000 Haikwan taels to 7,319,000 taels and lubricating oil from 2,959,000 to 2,018,000 American gallons. Imports of paper advanced from 269,000 piculs to 426,000 piculs, but raw cotton dropped off by 290,000 to 883,000 piculs and matches slumped 12 per cent to 370,000 gross. More than five million Haikwan taels worth of aniline dyes and 123,000 piculs of artificial indigo were also imported, increases of 24 and 40 per cent respectively.

Asia Life Reports Substantial Gains

Substantial gains are revealed in the annual report of the Asia Life Insurance Company, presented to the stockholders recently by C. V. Starr, president of the company. The report verifies the opinion that legal reserve life insurance has become an established and entrenched feature of China's financial structure and that it promises to become one of the greatest of the nation's business enterprises.

"We have made substantial gains in business written, assets and legal reserves, during the year, and have marked reductions in morality costs and lapses," said Mr. Starr.

"A net gain of $3,422, 484 now brings our total insurance in force up to $9,466,484. This increase is $529,778 larger than we reported in the comparatively prosperous year of 1923. "The steady growth not only indicates the sound organization of the company, but also that the Chinese are becoming to understand the value of life insurance and to accept it as a part of their economic life. During 1924 the company opened a new branch office in Bangkok, and during 1925 offices are expected to be opened in Hongkong and Mukden jointly with the American Asiatic Underwriters. The report received the approval of the stockholders and the incumbent directors and officers were reelected.

GROWTH

INSURANCE IN FORCE

1924 $9,466,484.00

1923 $6,044,000.00

1922 $3,151,294.00

1921 $1,033,210.00

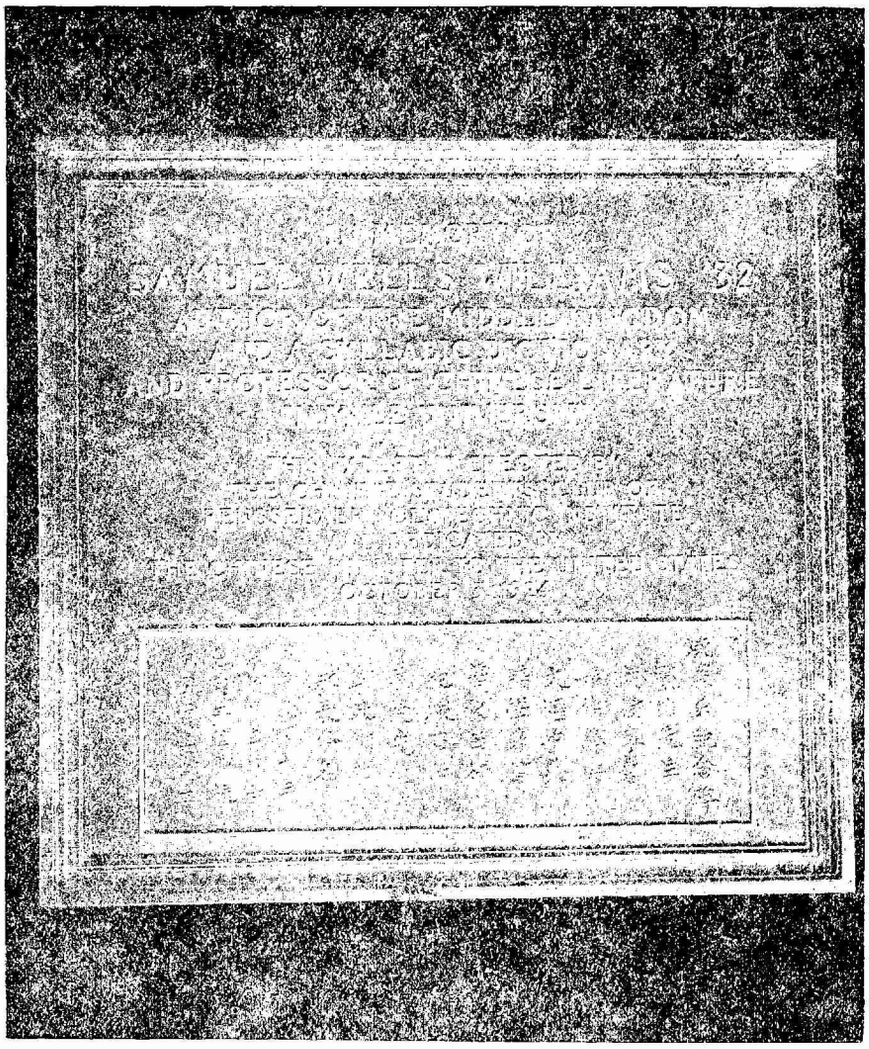
ASIA LIFE INSURANCE COMPANY, INC.

Main Office: 3 Canton Road, Shanghai

Canton, Foochow, Chungking, Hankow, Peking, Tientsin, Tsinanfu, Bangkok.

Agencies in principal cities throughout China.

32-041



Chinese Students Honor Dr. S. Wells Williams

The memorial tablet erected to the memory of Dr. S. Wells Williams, former professor of Chinese language and literature at Yale University, by the Chinese Students' Club of Rensselaer Polytechnic Institute New York. Dr. Williams was for many years a resident of China engaged in missionary-educational and diplomatic service. He is the author of the standard work on China, "The Middle Kingdom," in two volumes and in addition the "Tonic and Syllabic Dictionaries of the Chinese Language." The tablet was ded icated by Dr. Sao-ke Alfred Sze, Chinese Minister to the United States.

Hankow British Chamber of Commerce Annual Trade Report

The annual report of the British Chamber of Commerce Hankow, for 1924 contains trade information of interest relating to that port. After a general review of trade relations with the various nations, the report takes up the most important exports of Hankow. Tea is put down as satisfactory from the standpoint of exporters, but less so from that of the Chinese teamen who are said to have lost money in nearly all tea districts. The reasons were poor crops, owing to heavy rains which resulted in a shortage of about 30 per cent as compared to the previous year.

Wood oil's future looks promising, according to the report. Exports of this product to both Europe and America were larger than the previous year, and the quality has been of a better grade.

This year's cotton crop is estimated to be 20 to 25 per cent more than last season, owing to the encouragement the Chinese received by the high values. Although the bulk of the exports of cotton are to Shanghai, it is noted that Japan is taking more this season than last. Sesame seed exports were of very limited dimensions because of the high Hankow prices. The new crop was disappointing, says the report.

The broad, or coarse, bean crop was fairly satisfactorily in both the yield and the quality. Tael prices was comparatively high at the opening and the subsequent gradual advance during the summer was satisfactory to both farmers and intermediaries engaged in the trade. The report adds that the available supply for export—some 60,000 tons, was practically exhausted by the end of October.

A hopeful outlook for the hide export trade is reported, in that the leather trade in Europe has at last begun to move forward from the slump of 1920-21. Japan, however, is reported as not buying to any extent of late.

The report includes export statistics, import statistics, finance and exchange, shipping figures and various items concerning trade relations of Hankow.

News from Central China

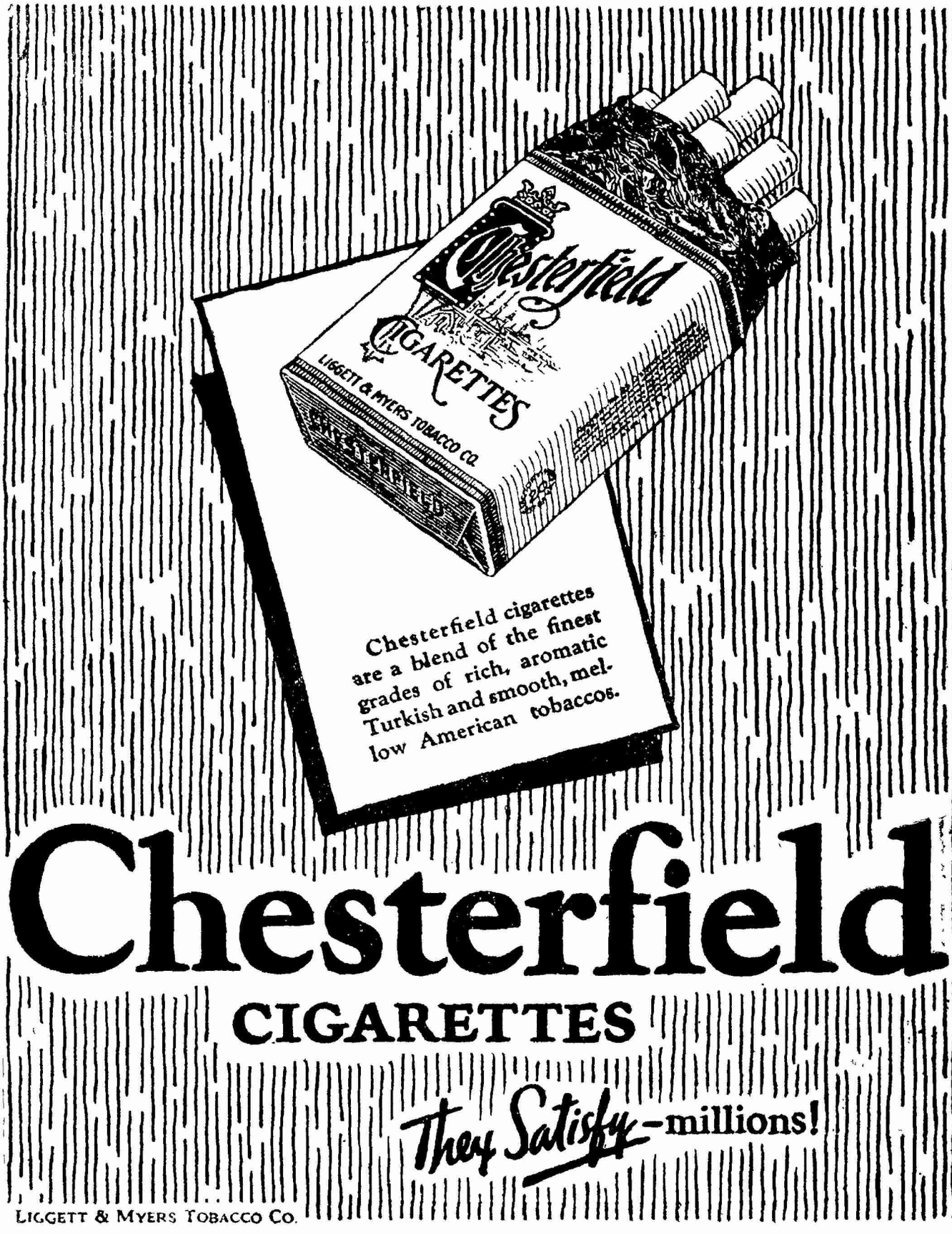
A group of leading merchants in Szechuan are proposing to organize a company to harness the waterfall at Peituting for industrial purposes. The waterfall is estimated to be capable of producing over 1000 H. P. during the driest season. The hydraulic power thus secured will be sufficient for light- and industrial purposes for a number of neighboring districts including Liangshan, Wanhsien, Tienkiang, Changchow and Chungking.

W. G. Chilsen, of the Standard Oil Co. of New York in Hankow, has been transferred from the port and is leaving shortly for Shanghai. Mr. Chilsen has been connected with the statistical department of the Standard Oil Company.

Dr. W. W. Peter, of the China National Health Council of Shanghai, who visited Chengtu in connection with the annual conference held there, passed through Hankow last Monday on his return to Shanghai. As a result of his visit aad work in Chengtu, the West China Health Council was organized in that city. A branch will soon be opened in Chungking.

Aitchen K. Wu, Commissioner of Foreign Affairs, is continuing to carry on in his position, though his successor, Hu Chun, appointed by a Mandate of Peking, has arrived in Hankow, Mr. Hu has not been able to assume his new position as Mr. Wu with the support of the provincial authorities, is not anxious to hand over charge. Mr. Wu has also assumed the post of Director of the Special District Administration, which officially took over the ex-Russian Concession under Chinese government control. Mr. Wu was appointed to the post of Director also by the Provincial Governor.

Dr. A. A. Gilman, S. T. D., acting president of the Central China University, was consecrated on March 4, as the Suffragan Bishop of the Hankow Diocese in a very impressive ceremony. Among those participating in the consecration were Bishop E. K. Graves, Shanghai, the Chief Consecrator and chairman of the House of Bishops of the Chung Hwa Sheng Kung Hui; Bishop F. L. Norris, Peking; Bishop William C. White, Kaifeng; Bishop D. T. Hunting-


Chesterfield
CIGARETTES
LIGGETT & MYERS TOBACCO CO.
Chesterfield cigarettes are a blend of the finest grades of rich, aromatic Turkish and smooth, mellow American tobaccos.
Chesterfield
CIGARETTES
They Satisfy—millions!
LIGGETT & MYERS TOBACCO CO.

32-043

ton, Anking; Bishop T. A. Scott, Province, Bishop L. H. Roots, Hankow; Bishop T. S. Sing, Chekiang Province, and Dr. F. L. Hawks Pott, president of St. John's University, Shanghai.

K. C. T. Hsia, formerly managing director of the Chengchow Commercial Port Bureau in Honan, has been appointed Chief Secretary of the Special District of Hankow, the ex-Russian Concession. Mr. Hsia was for many years connected with the Ministry of Communications, and was for one time Director of the Land Development office in Hankow of the Peking-Hankow Railway. He is a member of the American Railway Engineering Association and the Chinese Institute of Engineers.

Marshal Wu Pei-fu, a refugee at Hwangchow for several weeks, made his sudden departure from Hwangchow in the night of March 2 for Yochow, an important port on the Yangtze River above Hankow within the border of Hunan Province. He made his escape on board a gunboat followed by another carrying about 1000 armed guards. His movement is watched with great concern by the authorities, provincial and central, as well as the local Chambers of Commerce. Interviewed just before his departure from Hwangchow by a representative of the *China Weekly Review*, Marshal Wu expressed his dissatisfaction over the present state of affairs, and intimated that he would stay in retirement giving the Tuan Chu-jui party a chance to work out peace and order.

Anti-Christian unrest is felt in various centers in Szechuen Province, where for a time the situation was so threatening in certain places that foreign missionaries in the field even thought it expedient to withdraw for a short time in order to allow the movement to subside. Anxiety is now relieved as the anti-Christian agitators did not continue with the vehemence they started. In Chengtu, the Christians have organized themselves into a crusade against the unbelievers.

The renewed fighting in Honan between Hu Ching-yi and Kan Yu-kun is again threatening the traffic on the Peking-Hankow Railway which has just recently been restored to regularity. Merchants in Hankow again fear that another coal shortage will come to pass, and the Chambers of Commerce are urged to make immediate presentations to the military commanders to keep the Peking-Hankow route open to traffic.

Ricksha coolies in the foreign concessions went on strike on March 3 and 4th to revenge the death of a coolie alleged to have come to his end as the result of a kick by a British Police constable. The ricksha service was resumed on the morning of March 5, when terms to compromise were reached between the coolies and the police authorities. It was reported that $300 was given to the family of the deceased coolie and assurance was given by the police that coolies would not be maltreated by policemen from now on. During the days of strike, all the Volunteer Companies were called forth to protect the concessions from riots and violence.

A report was curent that the authorities of Szechuen were in sympathy with Marshal Wu Pei-fu's efforts to regain power in the Yangtze Valley. The Provincial Assembly of Chengtu, however, have issued an official denial of the report, adding that Szechuen would not allow itself to be dragged into further strife and warfare.

The Peking government has appointed General Yang Tien-pei Tupan of the Rehabilitation of Military Affairs in Kweichow, of which General Yuan Tso-ming has long been an aspirant. Yuan is a protege of Wu Pei-fu, and his disposal by Peking is not clear. Foreign observers state, however, that Yuan still remains a very important factor in Kweichow and Szechuen.

On Wednesday the flags at all the Consulates in Hankow and other Chinese public buildings were at half mast in respect to the late President Ebert of Germany. A memorial service was held in the German Club Hall, where Dr. Siebert, the German Cousul-General made an impressive addrees. Dr. Siebert said that Frederick Ebert, as first President of the German Republic, set a splendid example of courage, patience and inflexible devotion to duty.

Dr. F.L. Hawks Pott, president of St. John's University, was entertained at dinner on March 6, at the China Merchants Club by the Hankow branch of the St. John's Alumni Association. Dr. Pott left the port to return to Shanghai on Saturday.

Dr. Royal Meeker, American representative of the International Labor office at Geneva, and formerly statistician to the U. S. government, has returned to Shanghai accompanied by Mrs. Meeker, after a brief visit to Hankow in company with the commission on economic research sent out by the National Christian Council in Shanghai.

The death is announced of Mrs. Tseng Wu-cho, wife of the manager of the Bank of Communications, at her residence in the French Concession. Mrs. Tseng had been affected by a lingering consumption, and though she was removed from Hankow to a health resort in north China, she came back to Hankow without much improvement. The funeral services took place in St. Paul's Cathedral.

R. C. Mackay, president of the American Chamber of Commerce of Hankow, has just issued the annual report of the Chamber in 1924. The events were reviewed under these headings:-Yangtze patrol force, use of Boxer Indemnity Fund, murderos E. C. Hawley, publicity campaign, local social functions and memcership.

Hankow, March 7, 1925.

News from South China

In Canton City, where the militarists have full control over the situation, the young women there are forbidden to seek employment even as waitresses and attendants in tea houses and restaurants, but their sisters in the districts, where the people are fighting for political independence and equality, are not so hardly bound. In Koonshan, Namhoi, a silk center in South China, the factory girls of the several silk filatures have been able to curtail all the silk activities there by continuing their strike, caused early February last by a demand for higher wages and the arrest of the alleged leaders who incited the movement. The strike leaders have been released by the Magistracy of Namhoi, but the factory girls of Koonshan are now asking, in addition to their original demands, $1,000 as compensation to each of the strike leaders who went through the indignity of arrest and detention and a holiday in all filatures of Koonshan with the usual pay to their workers so that a reception parade may be held in honor of their leaders. It is understood that the girls will have what they want.

The military commanders in Canton are still commandeering 40 per cent of the daily receipts of the Canton-Hankow Railroad, Kwangtung Section, according to a complaint from its managing-director to the Generalissimo, Hu Han-min, who is acting during the absence of Dr. Sun Yat-sen, now seriously ill in Peking. In consequence of this the management has not been able to make any reserve for maintenance from its daily receipts, which were about $8,000 daily for the last 51 days ending February 20, 1925. The road is in bad need of repair, and 270,000 out of the 320,000 pieces of bed are rotten and requiring replacing immediately, but the management is unable to do anything because of the heavy share of military contribution. The management is asking for permission to levy another 20 per cent increase in its tariff in order to use the proceeds for repairing.

According to the *Yin Chiang Pao News*, a Kuomintang organ, of February 27, the Inland Shipping Guild of Canton has filed information with the Canton Superintendent of Customs alleging petty squeezes among minor officers in the Customs Service, the dominant figures of which are foreigners. The allegations include that the native shippers have to spend not a small sum every year for "official gifts" in order to secure passage through the Customs stations or get their clearance papers and that native junks and towboats are often fined for trifles with heavy penalty. While there is always some truth in every allegation in a service so extensive and with such a large staff as the Chinese Maritime Customs, according to one familar with Canton conditions, this service together with that of the postal is the most efficient in that port for the present, and the charges as published in the *Yin Chiang Pao*, many believe, may be an advance signal for another agitation in Canton in favor of the taking over of the service by the Chinese, a popular theme of those trying to play on the patriotism of the mass for their individual or party benefit.

Foreign subjects in Canton owning lands may not contribute toward the war chest of the Kuomintang Army but their native tenants occupying lands must suffer for their foreign landlords, according to a recent ruling of the Canton Police. According to Canton Press reports of February 27, the manager of the Wai Sun Company, a shop in Kwong Nga Li, Canton, was arrested on February 25, for failure to contribute a month's rent for his premises toward the Kuomintang war chest.

A secret gang for the purpose of fleecing Chinese former officials now retiring to Macao has been organized, according to a report in the Canton press, which believed that members of the Triad Society in Hongkong and the Kao Lao Hui of Yunnan and Kweichow have combined to form this one, which is known as the Sheung Sing Tang, or Double Star Party.

(*Continued on page 51*)

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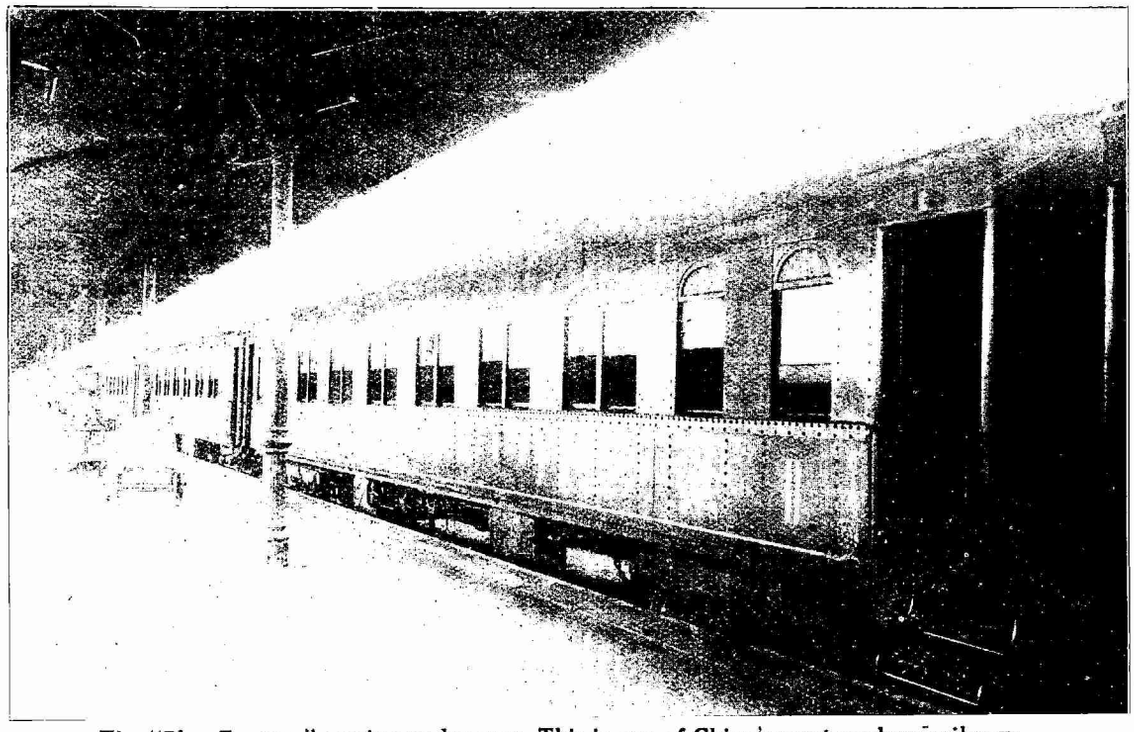
Economic Value of Railway Transport

BY J. E. BAKER

The writer of this article, Mr. J. E. Baker of Peking holds the position of Technical Advisor to the Standing Committee on the Unification of Railway Accounts and Statistics of the Ministry of Communications. Mr. Baker has resided in China for many years and probably has a broader knowledge of the general railway situation in China than any other foreigner in this part of the world.

Bare physical comfort demands that the cravings of hunger be satisfied and that one's body be protected from cold, wet, injury and death. Mere physical comfort, however, does not satisfy creatures which possess minds. Even the most primitive peoples require some variety in food, some gratification of the senses and at least momentary periods of security. Civilization is measured not by mere sufficiency, but rather by the abundance and variety of food and clothing, by ability to meet the demands of the eye, ear and mind with varied satisfactions and by the degree of security against the elements, enemies and disease.



The "Blue Express" getting under way. This is one of China's most modern railways.

1. Nature specializes

Not even the most primitive people find in one spot all of the things which they deem essential to comfort. Nature specializes, land or water, river or sea, mountain or plain, forest or desert, each portion of the earths surface has some product which is peculiar to that region and which contributes in a different way to the satisfaction of men's wants. Fish from the rivers or sea, metals and coal from the mountains, wood and furs from the forest, milk, butter, hides, wool, vegetables and grain from the more level sections of the land, are examples of this diversified production arising from the diversity in the earth's surface. Climate and other special factors introduce still greater diversification. Certain kinds of fruit, vegetables and animals thrive only in temperate climates: still others only in frigid climates while the torrid zone has its own special products. Even in the same temperature and at the same elevation, some soils are better adapted to cotton than to sugar beets or sugar cane. Other soils which are highly productive of corn are not productive of fruit.

2. Specialization produces both abundance and poverty.

Because of this specialization in nature, almost every locality has a superabundance of the product peculiar to itself but lacks most of the other things which people who live there consider necessary to their comfort and enjoyment. For example in the mountains of Shansi there is an abundance of coal and iron, more than the people there have any use for but they have no fish nor silk except as it is brought to them and their local supply of grain is insufficient. In some parts of Manchuria there is more wood than the people there ever can use, but there is no iron out of which to make axes for cutting the wood, nor materials for clothing and other comforts. On the Chili plain there is an abundance of grain but no coal with which to cook it, no iron with which to make tools of cultivation, no tea with which to refresh the laborer. No matter how much food, or iron, or coal or other commodity, any district may have, unless these fundamental resources be taken from the places where they exist in abundance to other parts of the country where they are lacking, the people remain poor—poorly fed, poorly clothed, poorly sheltered, poorly defended against enemies who would plunder them, and poorly supplied with the pleasures of life.

3. Nature specializes in human skill.

In addition to the specialization to be found in physical nature, such as between land and water, hot and cold climate, mineral bearing or vegetable producing soil, there is a specialization in human aptitudes. Men are skillful in different ways. Some are skillful in working metals, others in working leather, others in tilling the soil. Within each general division special aptitudes are developed until in highly specialized industries one group of persons may be specially skilled in so minute a process as sorting the steel balls for the bearings of automobiles. Now, if a man who is skillful in making iron tools and another who is skillful in making shoes, each keeps to his trade, they will together produce more tools and more shoes than if the tool-maker stopped making tools long enough to make his own shoes and the shoemaker stopped making shoes long enough to make his own tools. Then if these men traded tools for shoes and shoes for tools both would be much better supplied with tools and shoes than would be the case if each had tried to supply his own deficiency in the thing at whose making he was not skillful.

This difference in aptitudes applies to entire communities, and in some particulars to entire nations. Chinese pottery, silks and carvings enjoy pre-eminence throughout the world. Scottish woolens, German toys and American automobiles of medium price have a similar leadership. Hence these nations, or peoples, trade with each other for the things which the others make better or cheaper.

4. Specialization in physical and in human nature leads to trade.

As stated before, not even the most primitive peoples find in one spot all of the things which they deem essential to their existence, or comfort. Even the most primitive peoples

indulge in trade to some extent. In the beginning, trade actually follows the literal meaning of the word. Men exchange hides for corn, iron implements of furs or wool, fish for ornaments or weapons. In these days, "trade" usually means an exchange of goods for money or money for goods. But the result is just the same. Although the farmer sells his grain for money, he soon exchanges the money for tea and cloth. The tea merchant and the cloth merchant are merely go-betweens for the cloth-maker or tea-grower and the grain farmer. So it is with all merchants. They are go-betweens for the territories and the people who produce one thing abundantly. If this trade does not take place, and freely so, there is such a surplus of special goods in the places favorable to their production, that they are worth little, while in other places they are so scarce that only the rich can afford to buy them. For example, coal in Shansi is so plentiful that it is worth at the pit's mouth only $1.50 a ton, while in Shanghai it costs $30 a ton. There was a time when coal in Shansi was worth nothing and could not be had at all in Shanghai.

5. Trade necessitates transportation.

If the farmer is to trade his grain for tea or cloth, both the grain and the tea or cloth must be carried to the market and from the market to the place where they are to be consumed. Unless this can be done there can be no trade. This carrying of goods to and from market often requires more effort on the part of man than the original production.

6. Crude means of transportation limit the extent of trade.

There are many methods of transporting goods to market. The simplest means a man's back. A strong man can carry one hundred catties (133 lbs.) on his back about fifty li (17 miles or 26 kilometres) in a day. Averaging the effect of sickness, accidents rough roads and other disadvantageous circumstances, the average man's accomplishment would be considerably less than this. Probably about 17 kilometres would be nearer the average performance of the average man. One-hundred catties is about one-seventeenth of a long ton. Hence, the average day's work for the average man is about one ton-kilometre per day. It is well known, of course, that for a few days under sufficient inducement a man can do much more than this. But the work of armies on the march proves that this figure is about correct.

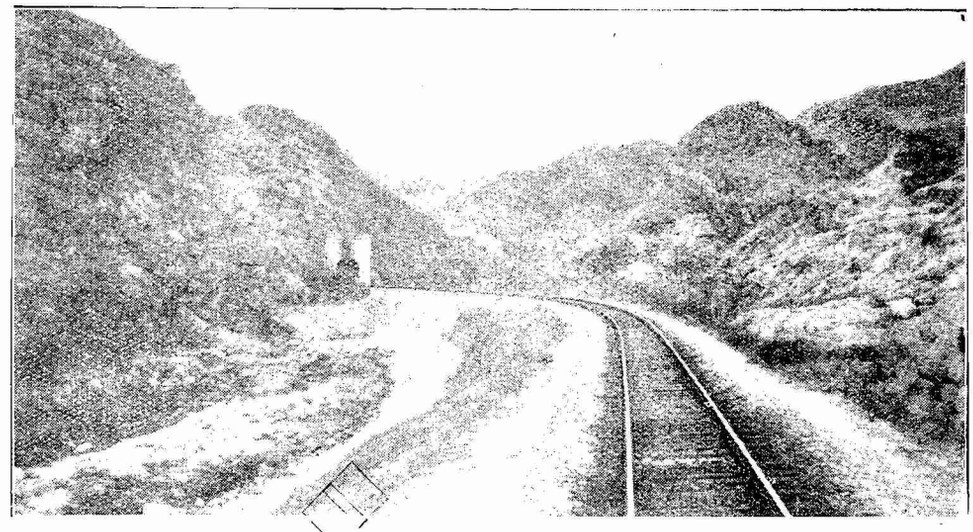
Now, a man carrying 100 catties on his back seventeen kilometres during a day would need to eat about two catties of good, nourishing food. If the race of men is going to continue, he will also have to bring up a family. The average family consists of five members. They will have to eat. Suppose that the children and women folk each eat only one catty a day. That makes four more catties that will have to be supplied for this carrier. His family will need some clothes, a little salt and a few other bare necessities. Suppose the equivalent of one and a half catties be required for these other necessities. Then seven and a half catties a day will be consumed by the carrier and his family. A carrier taking grain to market, with his family, would consume the entire load in thirteen days—six and a half days to market and as many days for the return. At seventeen kilometres a day, the market could not be more than 111 kilometres distant, say 225 li. The problem may be stated in the following way:—

$$\frac{\text{100 catties (The load) divided by}}{\text{7½ catties (The transportation cost)}}$$ equals possible days for round trip (13). This multiplied by average day's journey equals total distance on round trip (13 times 17 kms. equals 221 kms). If the round trip is 221 kilometres the distance to market can be only 110½ kilometres.

The problem is no different if the carrier be hired and the grain be sold. Suppose the grain is worth 4 coppers a catty. The load which the carrier bears is then worth 400 coppers and the carriers wages must be sufficient to buy 7½ catties, or 30 coppers. The result is the same. Four hundred divided by 30 gives 13. In thirteen days the entire value of the load would be paid out in carrier hire. Either there would be no grain left to trade for other goods or no money with which to buy other goods, if the market was as far as 220 li, or 110 kilometres distant. In order to have any grain or any money for trade, the market must be less than 110 kilometres distant.

Such a distance, obviously, does not permit very much trade, for the zones of climate, the space between mountain and sea, the distance from coal field to great city are very much further than 110 kilometres, as a rule. Hence, people who depend upon human transportation unassisted live a very primitive life.

As a rule, however, grain that was worth 4 coppers a catty where it was produced would be worth, say, 8 coppers a catty at the market. Thus, if the carrier required in pay 400 coppers for the round trip, there would be 400 coppers left for trade at the market. This is perhaps typical of trade. If the carrier could take back from market some purchase which also was worth more at his home village than at the market, still greater trade could take place, or the distance to the market can be increased by a similar proportion. Hence, the usual formula for finding the distance at which trade can be carried on is usually stated as "difference in value at destination over value at point of origin, divided by cost of transportation per kilometre".

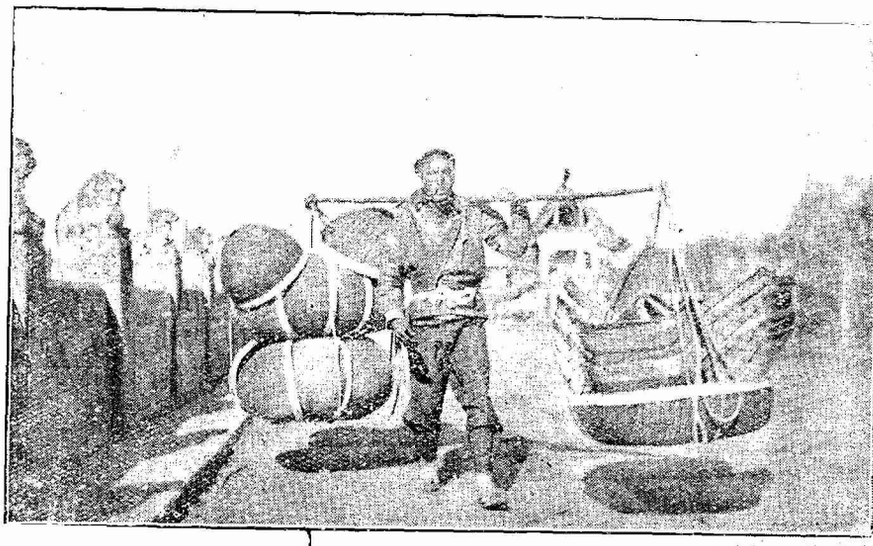


The railway freight rate averages good road with bad, mountain with plain and covers many ferry charges over rivers.

Thus, in the example given, the value of his load increased from 400 to 800 coppers during the course of the journey, or 400 coppers. If he carried this burden 17 kilometres a day for 30 coppers a day, the average cost would be 1¾ coppers a kilometre. Therefore, he can carry the load as many kilometres as 1¾ coppers are contained in 400 coppers, or a little over 220 kilometres. The market can, therefore, be 220 kilometres distant—if the carrier can get an equally profitable load for his return trip. If there is no profit for his return trip, the market can be only half so far away.

As stated before, such a distance severely limits the variety of goods which can be carried to any market. It limits the comfort and pleasure which can be obtained by the people who are limited to any such market. The reverse of this can be illustrated easily by noting the articles immedately in view at any festive occasion. The guests arrive in automobiles built in Detroit, several thousand miles away. They were furs produced in Siberia or silks produced in Canton. The host glances at his watch which was made in Switzerland. They sip a wine made in France. Butter is served which came from Australia. Truffles in some of the dishes came from Yunnan. Flour in the dumplings came from Manchuria and the meal was cooked by coal which came from Shansi. Long distances were traversed by all of these articles in order to assemble them in this one place for the comfort and enjoyment of those participating in the occasion.

Going back to the formula stated before, (increase in value divided by unit cost of transportation,) we may state it in the form of a fraction. Using the figures which were given above, the fraction is 400 1¾ The difference in value in one place over another is due to a great many causes which need not be considered here. The principal cause is that people in one place are willing to pay more than in the other and cannot get the things which they want without paying more. There is a limit to this, of course. This limit is fixed by the ability of people to pay. For example some people can easily pay ten coppers for an orange and do so very often. Others need other things so much worse that they never buy an orange. But the desire of men for work is so great

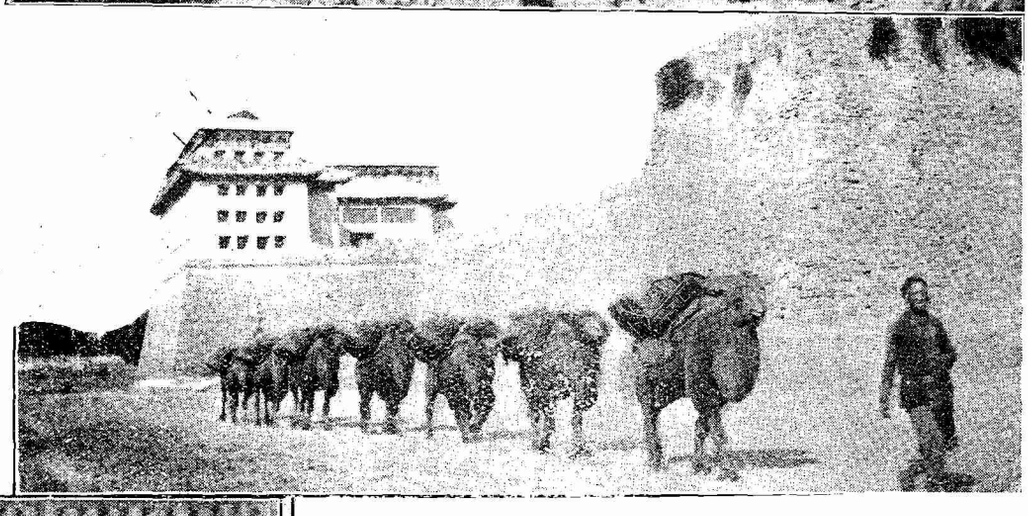


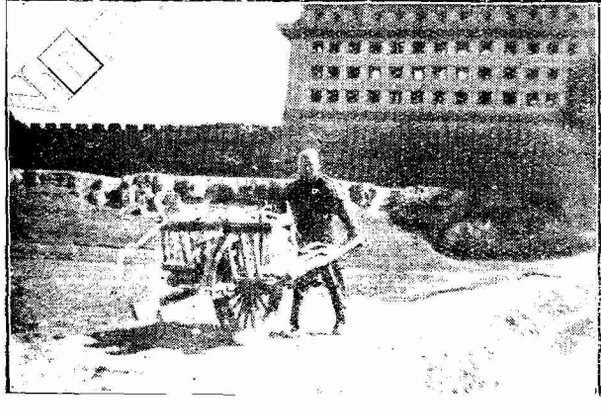
Left. In China the production of grain excludes the production of any considerable forage, human beings win in the competition for overland transportation.

Right. Pack animal transportation is cheaper than human porterage, only where rough fodder is more common than grain or where man requires more than mere subsistence.

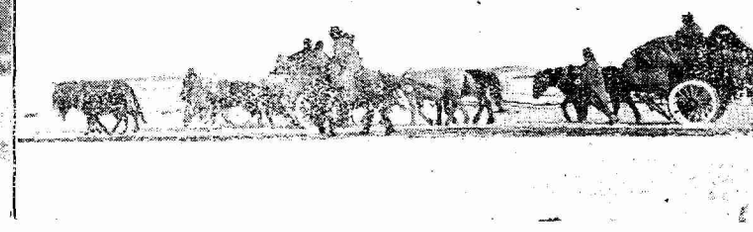
Long caravan journeys are possible in some places because the camel forages live off the vegetation useless to all other kinds of beasts.

Lower left. On level paths a man can push by wheelbarrow about two and a half times the load that he can carry on his shoulders.





Lower picture. Cart charges range 10 to 20 cents a ton kilometre, depending on roads, weather and demand.



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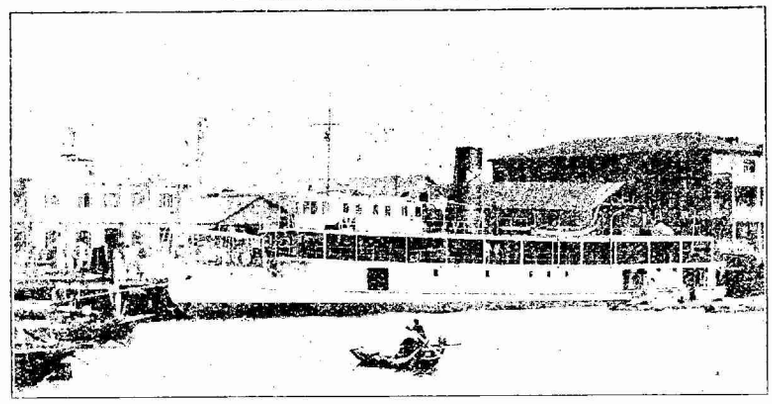

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that the price in any market is generally the cost of producing the article plus the cost of carrying it to that market. Oranges are very cheap where they are grown, but the cost of carrying them to Peking is so great that very few people can afford to buy them in Peking. The cost of coal is not great in Shansi, but the cost of carrying it is so great that poor people in Shanghai can buy only a very little.

Methods of Decreasing Transportation Costs.

In our illustration, the cost of carrying depended upon three factors, the size of the load which the man could carry the amount of the load which he and his family needed for a day and the distance which he could travel in a day. Or, if he were paid in coppers instead of in grain, the factors were size of load, wages per day and distance travelled per day. If the size of the load be increased, the wages per day be decreased, or the distance travelled per day be increased the transportation cost per unit is decreased. In China, carriers work for a bare subsistence. It is not possible to reduce wages, so all efforts toward decreasing the transportation cost per unit must be directed toward increasing the load or increasing the distance which a man can carry his load in a day. Very little can be done, of course to increase the distance which a man can travel carrying a load. Hence, the whole effort, in attempting to reduce transportation costs, becomes the effort to increase the load which a man can transport, *8. Improved methods of transportation decrease transportation costs.*

By means of a wheelbarrow, a man can push a load two or three times as heavy as he can carry on his shoulders. But the wheelbarrow requires a road moderately level, smooth and firm. It can not be used to any great advantage in mountainous territory. Besides, it takes some time to build a wheelbarrow, during which the maker must be fed, or for which he must be paid. Hence something must be allowed for this. Since the wheelbarrow will last a long time, this allowance on every load will not be great. Hence in level country the wheelbarrow will permit of the reduction of transportation costs per unit by a half or more, and thus increase the distance at which trade may be carried on.

A man increases the load which he can carry by catching an animal and putting the load on the back of the animal. Mules, donkeys or horses can carry a load considerably heavier than a man can carry. But mules and such animals must eat and in one way or another their food must come out of the load they carry. In fact, animals eat proportionately to the load which they can carry fully as much as a man. Since the man who drives them must be fed there is no profit in the use of animals, if the animals eat the same kind of food as men. But animals are able to eat food which man can not eat, such as grass, straw and various kinds of rough fodder. Hence, in territory where such rough food is abundant it will be found that animals do the carrying while in regions of high fertility, such as the rice districts of China, animals are rarely used as burden carriers, most of the overland carrying being done by men.

In the same way that the burden which a man can transport is increased two or three fold by putting it on a wheelbarrow, so also is the burden which an animal can transport increased by putting it on a wheeled cart. In fact, a horse can draw on level roads about four times what he can carry on his back. One reason for the greater increase from the use of wheels in the case of a horse compared with the case of a man, is that the horse receives practically no rest while he stops under a pack. But when hitched to a cart, when he stops the entire burden, practically, is on the wheels of the cart rather than on the back of the horse. A man under a pack, however, when he stops to rest, can quickly shift it to the ground.

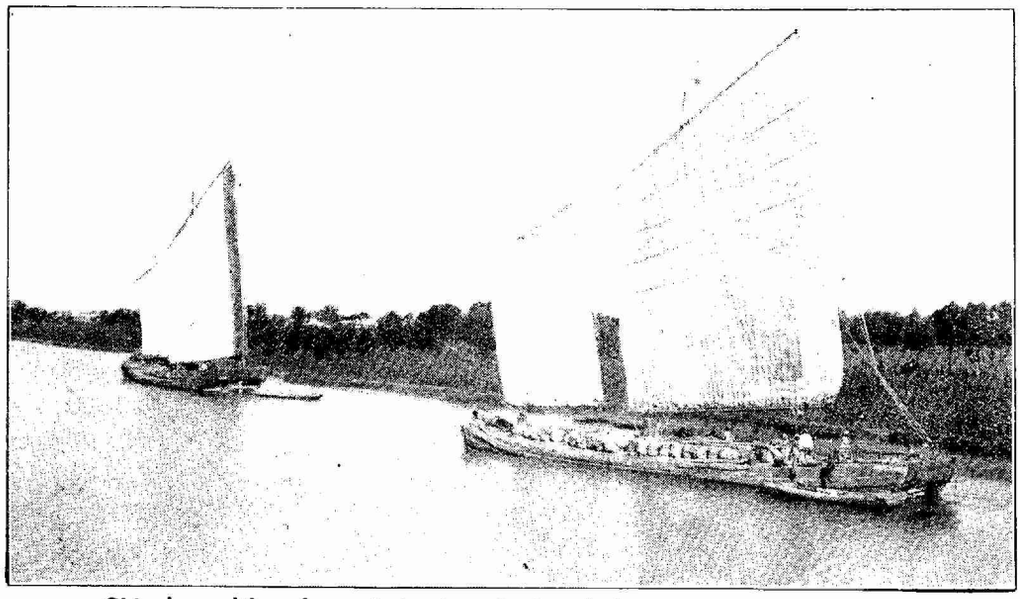
Whenever animals are used as means of transportation, their drivers attempt to increase the load per man by driving several animals. Thus two men will drive seven or eight pack mules. One man will hitch additional horses or donkeys to his cart. In central China it is rare to see more than three animals hitched to one cart. In Manchuria as many as eight or ten ponies are often seen hitched to a cart. In parts of California before the tractor came to be used, twenty horses or mules to a wagon was common. All of these additions to the power increase the load per man, but this increase in the load is offset to a very considerable extent by the increase in the consumption of food by the additional animals.

Long ago in every part of China the method of transportation which would cost the least was discovered and has since been rigidly adhered to. Thus in mountainous country where rough fodder is more plentiful than grain the loads are put upon the backs of animals. In the plains, where rough fodder is still plentiful the loads are most frequently put on carts, for the cart like the wheelbarrow requires a moderately level road. Where rough fodder is not plentiful compared with grain, the load is placed upon wheelbarrows. So close is the competition between men and beasts, however, that in a large portion of the Yellow River plain, wheelbarrow men bid the lower during good weather while the carters bid

the lower during bad weather or while the roads are muddy or slippery. (See report of American Red Cross, China Famine Relief). In south China, where the principal cereal crop is rice, man is the exclusive overland carrier.

9. Water transportation secures low unit costs.

The load which a man can propel can be increased tremendously if it can be put upon the back of a body of water. A man pulling a boat through still water will not travel so far in a day as if he were walking overland. But the load pulled may be so much larger that the lack of distance per day is not very important. Thus canals have always had a great effect in reducing the cost of transportation and thus in increasing the distance at which trade can take place. The boat, like the cart or the wheelbarrow must be paid for. But the number of trips and the size of load possible, reduces the importance of this factor to very small proportions.



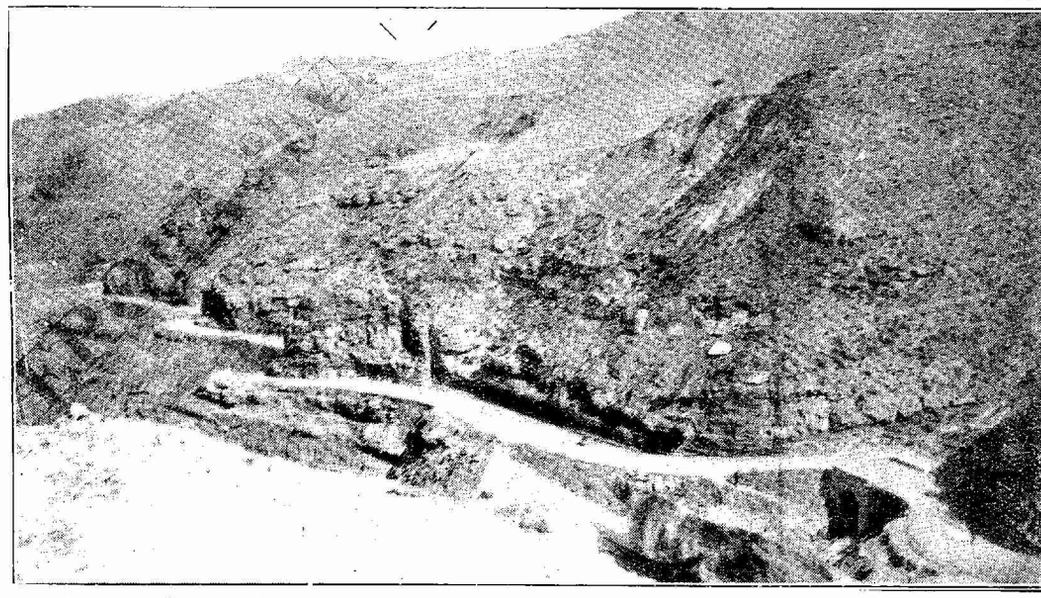
China's wealth and population is to be found close to water transportation which makes trade with distant markets possible.

If a man can hitch the current of a river to his boat both speed and the size of his load can be increased. Of course, on the return trip the current of the river will work against him. Yet even the strength of opposing current often times is not sufficient to force the burden bearer to resort to overland methods of carrying. On most of the rivers of China, traffic moves in both directions. But even of the upstream movement must be by land, the down stream load can be made so large that an empty or expensive return journey by land still makes low unit rates for the round trip. For example on the Siang river in Hunan one will encounter cigar shaped, islands. On nearer approach it will be found that these islands are rafts composed of thousands of logs chained together. Only four or five men are required to guide this raft weighing thousands of tons. Thus the cost of transporting these logs down the river is very, very small per ton kilometre.

In the same way, when man can hitch the wind to his boat, he can also tremendously increase the size of his load. Wind requires no food It demands no pay. Men and animals must rest at night or sometime during the day. The wind, like the current of a river, never rests. Except for the very small allowance which must be made for the cost of the sails by which the wind is harnessed to the boat, there is no offset to the tremendous increase in the load which a sailing vessel can carry. Hence the rate per ton kilometre can be very low and the distance to market very greatly increased. Throughout history nations with access to water transportation have always been the great trading nations They were the nations with great variety of foods, amusements, tools. They were the wealthy nations, enlightened, comfortable nations. At the same time peoples who lived in he far interior away from water transportation have lived a barbarous kind of life, vigorous perhaps but certainly not comfortable. The great European nations of antiquity lived about the Mediteranean Sea. The great bulk of the population of China live close to the coast and to the great river which flow to the sea. The wealth and power of China in contrast to the primitive life of Mongolia, Turkestan and Siberia is due to China's position along the coast and to her great rivers.

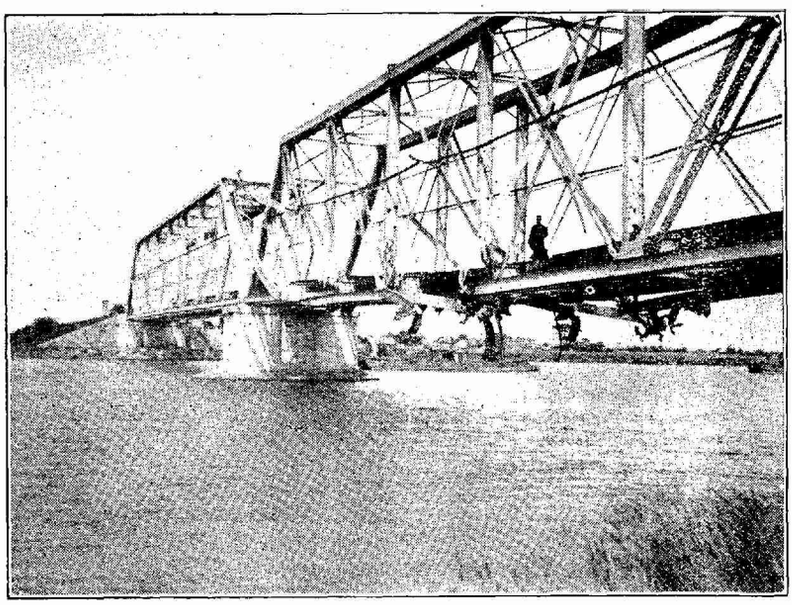
10. Railway transportation secures low unit costs.

But there are always considerable areas of every importing country which are not served by rivers, lakes or seas. In other cases, the route by water is very roundabout. For example, near their sources the Yellow and the Yangtze rivers are said to be only a few miles apart. But if goods were to be sent down one river to the sea and then up the other river to the source, a journey of several thousand miles would be required. Hence every large country must have a considerable amount of transportation overland if trade is to thrive. Hence, in the effort to increase the size of the load per man highways are built so as to permit the increase in the size of the load which occurs when the burden is taken off the back of a man or of an animal and put on to wheels. The highway is improved by making it more level or by making its surface more firm, both of which increase the size of the load which a man can push or an animal can pull.



Opening this road between Fenchowfu, Shansi, and the Yellow River transfered from pack animals to carts and reduced transportation rates from thirty cents to less than fifteen cents a ton mile.

During the past hundred years a further great improvement has been made in land transportation by the use of the steam engine. The energy stored in coal is not only one of the most powerful but it is also one of the most easily harnessed. For reasons which need not be considered here it is supplanting the use of the wind. Steam driven vessels are driving out wind driven vessels in China. Steam engines are



The railway freight charge covers the cost of many expensive bridges likes this on the Shanghai-Hangchow line, destroyed by a retreating army last autumn.

taking the place of windmills in Holland. While the steam locomotive requires an expensive road upon which to do its hauling, it furnishes by far the chespest form of land transportation yet known to man.

11. Railway rates compared with rates by other forms of land transport.

The average charge on the railways of China is less than 1½ cents per ton-kilometre. On more valuable goods it is higher, on less valuable goods it is lower. On some lines and on some classes of traffic the charge is no more than one-half a cent per ton-kilometre. The rate by carrier coolie varies similarly according to season, the kind of road to be travelled, weather and dangers to be encountered. This rate varies probably between fifteen and thirty cents a ton-kilometre with the average close to twenty-five cents. Thus on the average the carrier coolie's charge is about fifteen times as much as the railway charge, while on certain fundamental commodities like coal it is more than twenty times as high as the railway charge. This multiplies tremendously the distance at which markets can be sought by rail and in that way makes possible an infinitely great variety of things which can be brought to any given market and exchanged for man's use.

To the extent that pack animals and carts are less expensive than human burden bearers, the superiority of rail transportation over those forms must be cut down in our estimates. But it must be kept in mind that the railroads from which these average rates have been obtained have been built through country so mountainous or so marshy that hitherto only pack animals or human porters could be used and over rivers where special ferry charges would be collected from carters, barrowmen and porters. They furnish a car that in many cases protects the shipment from wet. More especially, they carry the shipment swiftly, thus cutting down the cost of interest on the investment in the goods and reducing the uncertainties in the market. They make possible the marketing of many perishable articles like fresh fruit, which by slow going animals would never reach the exchange market in condition for use.

In addition, these rates in China have produced for the railways large profits, where-as the rates charged by the carrier coolie or the carter leave him practically no profit, merely a living. On the Peking-Mukden and the Peking-Hankow lines, when they were free from military interference, these average rates produced a profit which was just about equal to the cost of hauling the goods, including interest on the cost of the railway. Hence there is no exaggeration in stating that railway costs on well located and well managed lines are not more than one fifteenth of cart costs and not more than one-twenty-fifth of porterage costs. Thus when goods are carried by rail instead of by carts or porters, they may be carried from fifteen to twenty-five times as far in order to reach a market. This multiplies by that amount the varieties of goods which can be found at a given market and thus the variety of materials by which men can satisfy their needs and desires for food, clothing, shelter, amusement and self-improvement.

12. Examples of increase of trade by railways.

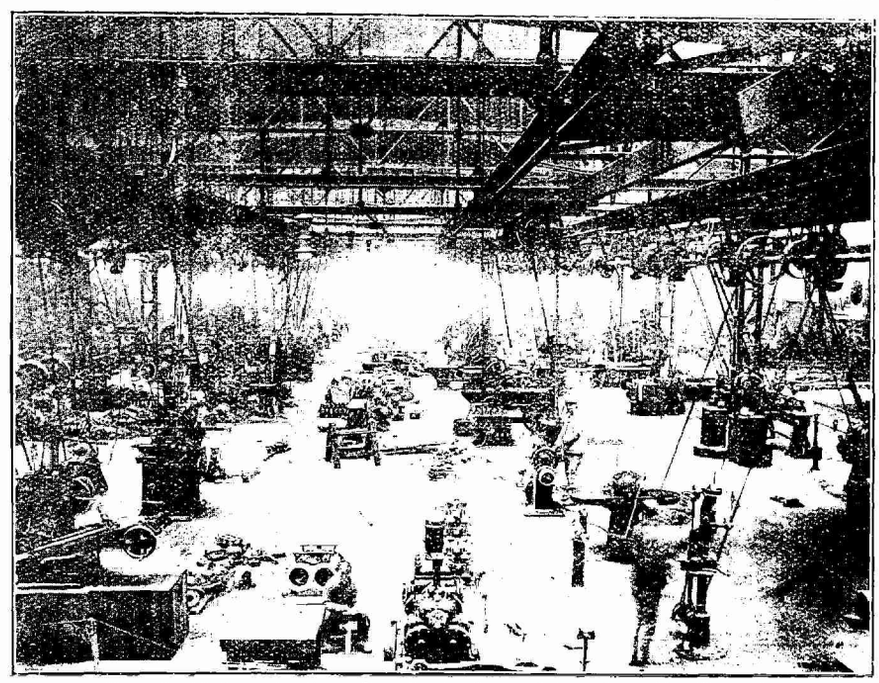
Rev. George Davis tells of a time before the railway reached Changli when his father bought for him ten big, juicy peaches for one cash. At that time those peaches could not reach Peking or Tientsin before they would rot. Today those peaches cost at least ten coppers at Changli, or a thousand times as much, but so many of them are consumed in Peking and Tientsin that the whole countryside about Changli is now dotted with peach orchards which have been planted since the railroad was built.

Another illustration may be taken from Szechuan. A traveller reports that wheat on the Chengtu plain sells for about eighteen or twenty cents a picul (133 lbs). In Shanghai a picul sells for about $5.00. But none of it is Szechuan wheat. It costs more than $4.80 cents to bring a picul of wheat by the present means of conveyance from Szechuan to Shanghai. On a well located railway the cost of hauling that picul of wheat from Szechuan to Shanghai need not be much over a dollar. At a price, say, of $3.00 a picul probably all the wheat in Shanghai would come from Szechuan, if there were a railway to haul it. This would save the Shanghai man who eats wheat flour nearly half the money he now spends for that purpose. With this extra $2.00 he could buy other things, better clothes, books, a better house. The Szechuan farmer would receive perhaps a dollar more for his picul of wheat and with it buy comforts which now he is unable to obtain. And merchant would buy more comforts. This example multiplied millions of times by the millions of people in China to be served by railways and millions of times by each picul of wheat or other commodity entering into the possible trade of the Chinese people, measures the possibilities of progress if railways penetrated to every part of China.

13. Railways create employment.

One of the most important subjects in the mind of every man in China is that of finding employment by which to earn a living. Will not the building of a railway throw out of employment thousands of carters and pack mule drivers and carrier coolies? If so, will that not cause a great deal of distress among the common people?

The answer to these questions may take two forms. First, there is the answer of experience. Railways in the past have not caused unemployment; rather, they have stimulated employment. Second, there is sound theory for the assertion that railways do not throw carters and carriers out of work.



Tientsin-Pukow Railway's principal machine shop, Ta Huar Su, near Tsinanfu.

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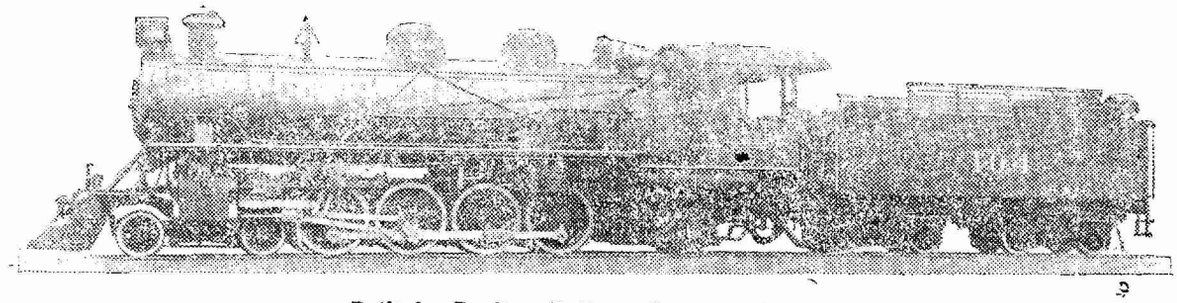

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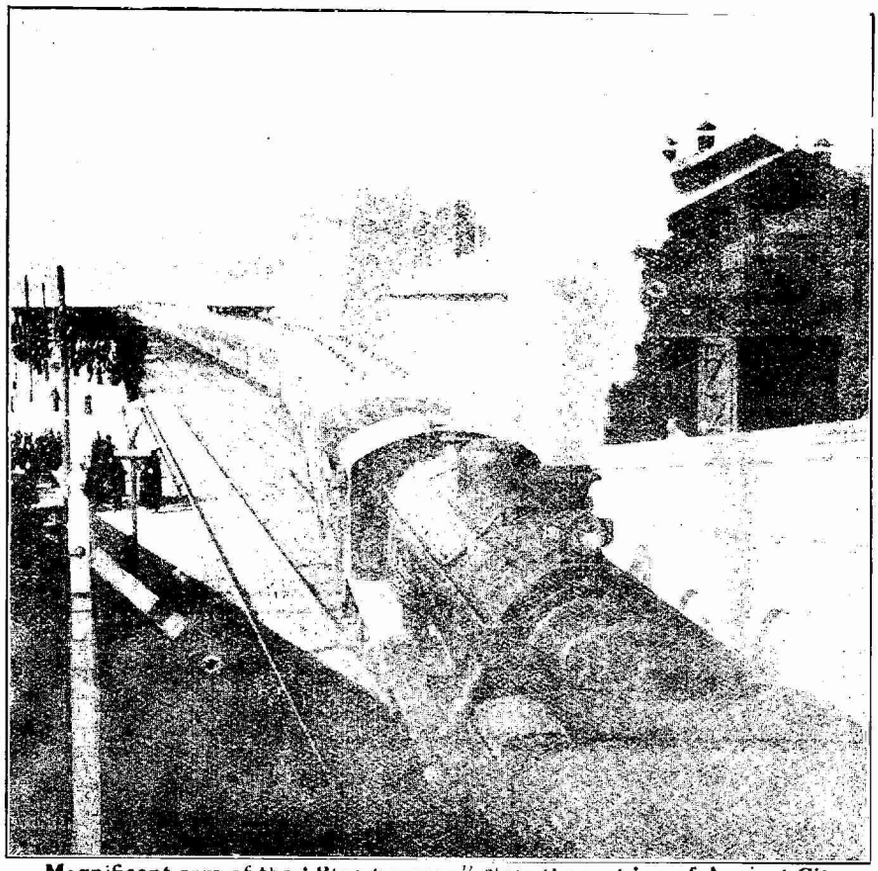

Magnificent cars of the "Blue Express." Note the section of Ancient City Wall in the background.

Take the example of the Szechuan wheat. How many carters or carriers are now engaged in taking wheat from Szechuan to Shanghai? None. Then none would be thrown out of employment by building a railway from Szechuan to Shanghai, so far as wheat is concerned. Rather, a great deal of work for carters would be created, for there would be a great deal of wheat to be carted from nearby villages to the railway. This increase of employment locally always far exceeds the decrease in employment in carrying those few articles which can be transported overland for long distances.

In addition Szechuan farmers would begin to grow wheat on a large scale if they could market their product at Shanghai for a good price. This would create a large demand for labor to sow and harvest the wheat. There would be a similar demand for tools with which to cultivate the land, thus creating employment for metal workers. The profits which the farmers would make out of their wheat would be spent for clothing, silverware, and countless other articles of manufacture, and this would create employment in all of those handicrafts. Thus it has always been the experience of railway construction, that ever afterward people are more steadily employed than before, wages increase and the standard of living of even the most humble materially improves.

14. Examples from foreign countries.

The nations which are the richest and strongest in the world today are those which use coal or other natural forces to do their work rather than men and animals. Nations which have an abundance of good water connections can dispense with railways to a certain extent. Yet, on the whole, those nations which have the greatest length of railway in comparison with the number of inhabitants have the highest standard of living and are known as the most wealthy. This is made clear by the following table which shows the number of miles of railway per 100,000 of population in several different countries.

Group I	*Group II*	*Group III*
Australia.....404	Switzerland.....78	Japan 12
Canada 378	France 64	India 11
United States....261	Germany 57	Siam 9
New Zealand 254	United Kingdom..52	China 2
	Spain 48	
	Italy 31	
	Russia 26	

Those who are familiar with world conditions know that the commom people in the first group live far better than do those in the second or the third proup, and that those in the second group (up to the Great War, certainly) live better than those in the third group.

(It must be remembered that Australia and Canada have encouraged the building of railways ahead of population in order to foster development of the country. Thirty years ago, the United States showed a larger figure than it does now.)

When men compete with beasts of burden, they can earn no more than the beasts—sufficient to keep their bodies strong and to produce offspring like the beasts. But when men can put bestial work upon other forces, such as the wind and coal, they can apply themselves to the tasks which require intelligence, and receive the rewards of intelligence. When men are doing the work that requires a considerable degre e of intelligence, none will consent to do mere physical labor to which no particular degree of intelligence can be applied, unless he can receive as much wages as he could earn at the pursuits which required intelligence. Perchance, he will even demand more as compensation to his pride for stooping to forms of labor despised by the many. That is the condition which exists in countries like New Zealand, Canada and the United States. This brings about a rising level of wages. At the same time the natural forces can not demand wages, much less an increase. Thus it comes about that once the process of using natural forces for burden bearing begins, the day's labor of the common man will gradually buy more and more of the work which such natural forces do. Thus in China, the carrier coolie's daily wage will buy only one ton-kilometre of transportation by carrier coolie, but it will buy twenty ton-kilometres of railway transportation. And in the United States the daily wage of the commonest laborer will buy about two hundred ton-kilometres of railway transportation. Thus, the highly developed railway system in the United States has multiplied the transportation strength of its people ten times that of China using railways and two-hundred times that of China using coolies only. And transportation strength measures standard of living.

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(Continued from page 42)

A society for the revival of Buddhist learning has been organized in Canton under the leadership of Wong Yu Chak, Shen Wen Shing, and Tsim Chup Hing, and this movement is being assisted by the several book stores of the city which are having special display advertisements for publications relating to this old religion. It is said that not a few of the students of the leading but not Christian schools have already taken an active interest in this Buddhist revival movement in Canton.

Schools of the old type, in which Confucianism and the old ancient Chinese classics are preferred to new learnings, are still popular in Canton, and the latest statistics of the Municipal Department of Education show that they number still 542. The Department of Education is also supervising these schools, while not operating them, these being wholly private. According to the Commissioner of Education, among these, some 27 are being well conducted and 133 acceptable, but the rest, 372, may be liable to being called upon to suspend altogether unless improvement in management is shown.

The anti-Christian Movement in Canton, renewed last Christmas by some young Chinese Bolshevists with Chau Lu, president of the Kwangtung University, and Liao Chung-hoi, chief of the Labor Division of the Kuomintang Political Party, as sponsors, may soon have to give up the use of the auditorium of Kwangtung University as their weekly demonstration meetings against this religion. The local authorities, it is reported, are being convinced that, while any person in the community may agitate against a belief which he opposes, a public school like the Kwangtung University, which belongs to every citizen of the Republic, including not a few Christians, should not be used as a propaganda center against a particular religion, the freedom of which is recognized in the Provisional Constitution of the Republic and also by the Kuomintang which now dominates Canton.

The Masons Guild in Canton are supporting the Building Contractors Association in its protest against further war tax on imported cement, now already a subject of protest from the British and the Japanese consular representatives of this port. Since the imposition of this new tax, the importers of foreign cement have been reluctant in their orders for further consignments, thus offering great inconvenience to the builders and contractors and, in turn, affecting the masons and other workers in the construction trade. On February 26, 1925, the Masons Guild resolved to petition the local authorities to repeal this new tax, which imposes 40 cents on each bag and 60 cents on each cask of foreign cement, in addition to the usual Customs duty and *likins*.

To improve the rice crops in South China, the Kwangtung University College of Agriculture in Canton will despatch Wong Kwong, director of the agricultural experiment station, together with a senior student, to Indo-China to study the seedling there and also to import some of the improved farming implements now being used in that country. The Kwangtung University has recently acquired a large plot of land at Shekpei, east of Canton City, for a second experiment station in connection with its College of Agriculture, the dean of which is Mr. Tang Jik Yi, a graduate of the Universities of Michigan and Wisconsin in America.

H. W.

Canton, March 1, 1925.

Week in the Far East

While the war seems to be at an end in the district of Shanghai and Nanking, reports come to hand that all is not quiet in Honan province, as well as South China, near Swatow. Most of the news coming to hand from Loyang, Marshal Wu Pei-fu's stamping ground, indicates that battles have been staged near Chengchow, and that General Hu Ching-yi has been successful in driving out General Han Yu-kun. A late report from Hankow states that General Hsiao Yao-nan, Tupan of Hupeh, has received orders from Peking to proceed against Wu Pei-fu and disarm him at Yochow. War in and near Canton brings to light the news that Canton claims the capture of Swatow, and General Chen Chuing-ming is missing, when Dr. Sun's troops captured the city. In Peking, disappointment is manifested in the proceedings of the Reorganization Conference, and the Minister of Finance, Li Shih-hao, continues his efforts to solve the present financial difficulties. Peking is always short of funds but at the present time, it is believed that owing to the recent war in that vicinity the shortage of money seems to be more pronounced. No decision has been made in Peking as to what course is to be taken by the ousted Boy Emperor who escaped to Tientsin recently. In the Upper Yangtze, where the capture of an American ship was made recently by Chinese authorities, holding up the ship and submitting its American Captain to brutal attacks and treatment by the Chinese, it is learned that the U. S. Legation in Peking, backed by Washington outlined a strenuous note to the Foreign Office of the Chinese government, referring to the late policy as outlined by the United States government as to the United States carrying on trade on the Upper Yangtze. Japan maintains a lively interest as to the good points gained in signing the Russo-Japanese treaty. The Chinese in the Philippines show agitation over the restrictions to immigration now being considered by the Philippine government. Hongkong announces a contribution of £250,000 to aid in the work of the Singapore Base.

U. S. Points Out Strong Policy on Interference of Traffic on Yangtze

In connection with the capture of an American ship, the *s. s. Chichuen* operated by an American company, several weeks ago above Ichang, on the Upper Yangtze, the United States has gone sternly into the matter with the Chinese government over the violation of American sovereignity and the interference with American traffic on the Upper Yangtze. Comment and material explaining the incident and the outcome of same was included in an editorial in the *China Press* (Shanghai) of recent date.

"When Admiral Phelps was in command of the U. S. Yantsze Patrol some three years ago, he was instrumental in bringing about the adoption of a so called New Policy on the Upper Yangtze, the policy being the outcome of long friction between foreign shipping and the military factions in control of the Szechuan territory. In accordance with the terms of the New Policy, Admiral Phelps negotiated an agreement on the part of all American ships on the Upper Yangtze that they would refrain from any possible interference in the factional fighting in that section; that no American ship would transport arms; that no Chinese military officers or soldiers would be carried as passengers on American ships and so on. Then Admiral Phelps went to the heads of the various military factions—directly, not through Peking—and informed them of the pledge of neutrality on the part of American ships on the Upper Yangtze and at the same time warned the Chinese militarists that there could be no further searching or interference with legitimate American trade in this part of China. Admiral Phelps then held an informal meeting in Shanghai with the British, French and Japanese commanders of the various Yangtze Patrol units and it is understood that a common policy was unofficially agreed upon.

Later on when Admiral Phelps returned to Washington, and Admiral McVay was assigned to the Yangtsze Patrol, the same policy was continued, and when Admiral McVay was in Shanghai a few months ago he reported that conditions in respect to foreign shipping on the Upper Yangtze was entirely satisfactory and that travel on the upper reaches of the river was as safe as anywhere in the world.

Now, according to recent news reports, something seems to have happened to mar the peaceful situation. A few days ago one of the ships of the West China Navigation Company, owned by Americans in Hankow, was seized by the militarists at the town of Kweichowfu, the passengers refused permission to ship on another boat, the Captain of the ship thrown into prison, and an armed guard of Chinese soldiers placed on board the ship. The trouble seems to have developed through the embarkation on the *Chichuen* as ordinary passengers of a Chinese major and several non-commissioned officers with tickets to Chungking. This was of course a violation on the part of the militarists of the arrangement made previously by Admiral Phelps. When the ship reached Kweichowfu, at which place no regular stops are made, the major and his officers demanded that they be landed. On the grounds that the passengers had not purchased tickets to Kweichowfu, Captain Hawley at first refused to stop his boat, but finally agreed to stop the engines sufficiently long for sampans to come alongside.

Chinese Passengers Disembark

The Chinese passengers, who proved to be military officers, then attempted to disembark into the sampans with several boxes containing some $29,000 in silver which they intended to use in paying the troops stationed at that point. The weight of the silver combined with that of the men lowered the sampans into the water until they were practically awash. The strong current caused the *Chichuen* to drift toward shoal water, so Captain Hawley gave orders to start the engines in order to clear the ship of the shoal. This caused the waves to sink the over-loaded sampan

Chinese-Eastern Railway Publishes New Magazine

Beginning with the 1-st of January, 1924, the Chinese Eastern Railway Administration is publishing a monthly illustrated magazine, the "Manchuria Monitor", each issue containing from 100-120 pages in the Russian language with a parallel English text, the Economical Bureau of the Railway being the editor.

The aim of this magazine is to enlighten the questions of economics and civilization in the Far East.

The journal will contain original articles and notes on the character and history of the population, its conditions of life, civilization, industry, finance, transport and natural resources of Far Eastern countries, and chiefly Manchuria, international relations, bibliography, etc.

The first issue will contain the following articles:

"Ominous Heat Lightning Flashes in Eastern Asia", by G. Diky.

"Russia in the Far East" by Prof. N. N. Ustrialoff.

"Agricultural Importance of Manchuria" by E. E. Yashnoff.

"The Recent Civil War in China" by Prof. V. V. Engelfeld.

"The Socialist Movement in Japan", by N. P. Mazokin.

"The Maritime Province in the Past Few Years", by V. Toogoff.

"American Explorations in Mongolia" by Prof. V. V. Lamansky.

"Opportunity for Raising Soya Beans in Russia," by M. D. Gleboff.

"Population and Progress" by G. R. Davies.

"International Life" by Asiatic, "Sights of Peking" by Prof. N. N. Ustrialoff.

"Give a Citizen", by E. Lejneff.

"Cooperation in the USSR", by G. B.

"The Manchuria Tiger", by Baikoff.

"The Ruins of Paicheng", by Tolmacheff.

A weekly Economist Bulletin will be issued as a free supplement to the Manchuria Monitor, containing orders and regulations regarding the commercial operations of the Chinese Eastern Railway: the most important information in respect of the Commercial and industrial life of North Manchuria and neighbouring countries; current information of the activity of the Chinese Eastern Railway and the adjoining railways as regards commercial operations, bulletins of the Harbin Bourse and other important exchange in the country, reviews and notes on the more important economic problem, of the Far East, and so forth.

Subscription rates to the "Manchuria Monitor" with the "Economist Bulletin" Post free, in Mexican Dollars:

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with its men and silver, the number of men drowned being four including the major.

The militarists immediately seized the ship and threw Captain Hawley into jail. He managed in some way to get word to Admiral McVay and immediately a force of 40 men armed with machine guns was sent to Kweichowfu and they succeeded in effecting the release of the ship in 48 hours, including the time of traveling to the place, probably the best example of efficient rescue work on the part of the U. S. Navy in this part of the world.

According to an article dealing with this subject elsewhere in that issue of *The China Press*, the American government has lodged a strong protest with the Chinese government and it is indicated that this incident may lead to a further strengthening of the American protective force in West China, which apparently is necessary in view of the new political factions which have been brought into the district owing to the recent change in politics in Peking.

Peking Wants Security for A Thirty Million Loan

While the Reorganization Conference pursues its academic study of the nation's finances, the Minister of Finance, Li Shih-hao, continues his efforts to solve the immediate administrative problems connected therewith. His task is to find adequate security for the 14th year Domestic Loan, which the government is trying to float. The German portion of the Boxer Indemnity is the only fund that has at present been suggested, but it is by no means sufficient for the purpose of backing an issue variously estimated to run between $15,000,000 and $30,000,000. The German fund yields something like $2,800,000 a year, but remains the pledge for the 4th year extra bonds, interest payments on the 5th year loan, and the 13th year or $4,200,000 loan. That does not leave much provision for any further issue, although it would be sufficient with the reinforcement of a levy on the Salt revenues. With the steady depletion of these funds, however, it is hardly likely that the government will tack any more loans on the salt. It is already overburdened, and as far back as 1922, it was declared by Presidential mandate that no more loans could be raised with the salt surplus as security. Of course this has since been ignored, but the banks and the investing public have forgotten neither the fact of the mandate nor its cause, and are likely to look askance at any issue which has to rely on the salt for support. It is because of this uncertainty of security that the reports of the loan issue give the prospective amount at such varying figures. A loan of $15,000,000 will be merely a drop in the ocean of immediate indebtedness. Sir Francis Aglen is almost bound to insist that $5,000,000 of it be used for the payment of Legation and Consular staffs abroad, some of whom are now five months in arrear in their pay, and this would leave only $9,000,000, presuming that the issue price is 90. That amount, even if all taken up, will not go very far to meet the present insistent demands for the payment of overdue administrative expenses according to the *N. C. D. N's* (Shanghai) correspondent in North China.

A Summary of the Situation and the Reorganization Conference

The hope of Marshal Tuan Chi-jui, when the idea of a Reorganization Conference first occured to him, was to transfer China's troubles from her battlefileds to the conference program and thus bring about a settlement of her internal quarrels. But however, much the Chinese desire peace, the will to peace still seems to be lacking, says the Peking and Tientsin *Times*. Marshal Tuan invited the Kuomingtang leaders to join in the Reorganization Conference, a conference intended to represent all parties and interests in China, but since the Kumoingtang parties were not asked to take charge, they refused to be interested and this was the first obstacle in the way of success to the Conference. The project of settling the rivalries of the various militarists round the Conference table has broken down. With the approval of Marshal Tuan a Mukden army was sent to Kiangsu to reinstate Marshal Lu Yung-hsiang. It had hardly accomplished its task creating uncertainity regarding the attitude of General Sun Chuan-fang, when fighting broke out in Kwangtung and Honan. Most conflicting reports are reaching the Capital regarding the course of events in Honan, where Generals Hu Ching-yi and Han-Yu-kun are at loggerheads. The former claims to have captured Loyang and routed his adversary. But General Sun Yueh, Civil Governor of the Province seems to have telegraphed to Peking that his mediation has resulted in a compromise, whereby each army will be withdrawn some distance to await the result of negotiations. Meanwhile the Shensi Tupan has been wiring to Peking demanding the punishment of Hu Ching-yi for his aggression. General Liu Chen-hua is obviously hostile to General Hu Ching-yi,

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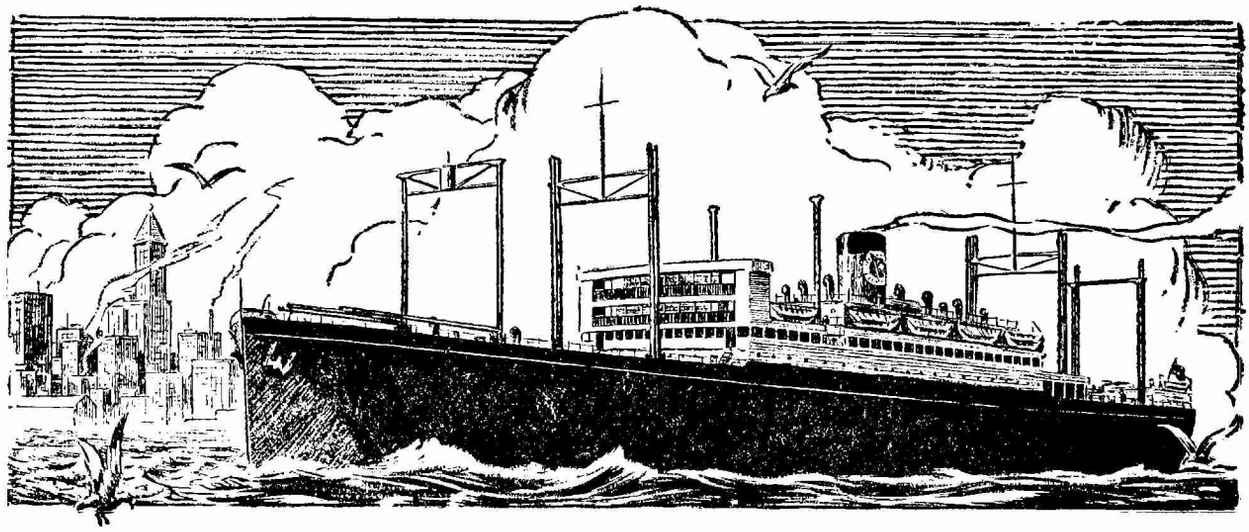

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and if General Han Yu-kun be defeated there will probably be another war, further West. The Hupeh Tuchun is said to have refused to come to General Hu Ching-yu's assistance and, though neutral for the moment, may in the near future decide that his own interest demand his participation in the fray.

South China's Battles

In the South the Kuomintang's Yunnanese mercenaries have attacked and defeated Chen Chiung-ming's Army. Their latest successes seem to have been brought about by treachery, General Lin Fu, one of Chen Chiung-ming's subordinates, having revolted and seized Swatow and Chaochow. Although Lin Fu's intentions are obscure, and he is not trusted in Canton, it is now proposed to replace the Yunnanese at Poklo by Kwangtung troops, at the same time authorizing the Yunnan General, Fan Shek-sang, to proceed to Kwangsi for the purpose of attacking his "mortal enemy" Tang Chi-yao, the Yunnan Tuchun. It is stated that the Hunanese mercenaries at Canton, no longer being required by the Kuomintang "government," will be placed at the disposal of General Tan Yen-kai, for an attack upon Kiangsi. Simultaneously comes the news that Marshal Wu Pei-fu has moved up the Yangtze in the direction of Yochow, where it is presumed that he intends to rally General Chao Heng-ti, the Hunan Tuchun, and some of the Szechwan Generals, to his support. As he passed Hankow *en route* it is naturally assumed that he is acting with the connivance of General Hsiao Yao-nan, the Hupeh Tuchun.

Wars go Merrily on

Chang Tso-lin, Chang Tsung-hang, Hu Ching-yi, Sun Yueh, Tang Chi-yao, Kan Yu-kun, Hsiao Yao-nan, Chen Chiung-ming, Fan Shek-sang, Liu Chen-hua, Sun Chuan-fang, Chao Heng-ti, Feng Yu-hsiang and Tan Yen-kai have all been invited to attend or to send authorized delegates to the Reorganization Conference, and many of them are actually represented at this moment. Their delegates, however, only indulge in useless recriminations while war and preparations for war, go merrly on. Not one of them appears to display the slightest concern for the welfare of the people, or to be willing to recognize the orders of any one else. It seems farcical, in these circumstances, to continue to treat the Provisional government in Peking as the Central government of China. It has no authority whatsoever, for good or for ill. We are likely to witness passively, but with growing indignation, the tragedy of a peaceable people which is incapable of organizing, or devising any other method, for the purpose of ridding itself of of the military incubus. For it is a curious fact that while a wave of anti-foreign feeling will spread over the whole country on the slightest provocation, in the course of a few days or weeks, resistence to military exactions and oppression never attains national proportions. The merchants of Canton will resist the barbarous oppression of the self-styled "Generalissimo," or the merchants of Shanghai will raise their voices in protest against a rent levy. But of concerted nation-wide opposition to militarism there is no indication. And until it is organized there seems little or no hope of throwing off the military yoke.

$5,000 Capital Demanded of Chinese Immigrants to P. I.

Futher restrictiou of Chinese immigration into the Philippine Islands is being sought by a committee appointed by the Governor-General for the purpose of studying the question. It is understood that the committee will propose to the Philippine Legislature, which meets in July, an amendment to the present Chinese immigration law, requiring all Chinese immigrants claiming to be merchants to possess, at the time of entrance into the Philippines, at least $5,000 as initial capitial. Another proposed amendment would prohipit from being classed as merchants the keepers of "*sari-sari*" stores, small shops which abound in Manila and other cities of the Philippines. It is said there are more than 2,000 of these little stores in Manila alone. The registration fee which is required from every Chinese immigrant upon application for admission into the Philippines would be raised from $2.50 to $5. Customs officials allege that it is a common practice among certain wealthy Chinese merchants here to supply the required capital to any Chinese who desire to live in the Philippines and who claim to be legitimate merchants, when actually they are brought from China to become laborers for the merchant financing them. Customs officials declare that, if the sum required were raised from the present nominal amount to $5,000, merchants here would be deterred from furnishing such capital. Under the present laws only Chinese merchants and their realtives are admitted to the Philippines.—*Reuter.*

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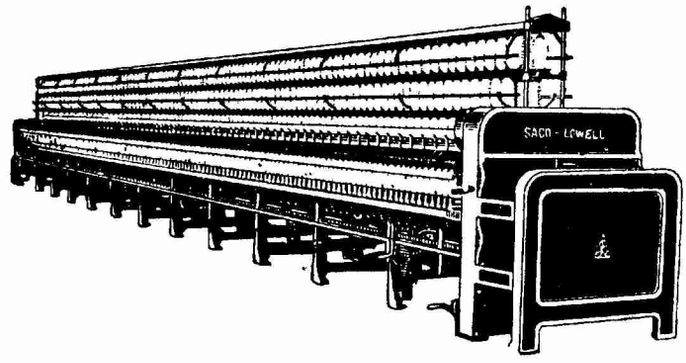

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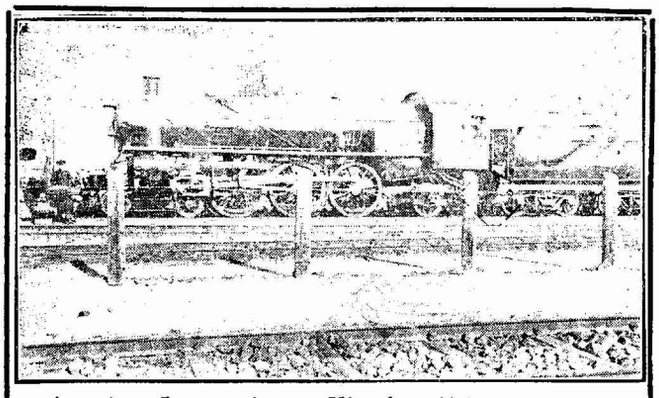

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Company Formed to Open Copper Mine in Fukien Province

A copper mine owned by the Wha Pao Mining Co. located in the mountains on the south side of the Min River has recenlty been examined by several American mining experts and the following is a brief summary of their report:—

The Min River flows approximately east and west at this point in Fukien Province. On the south side the main mountain range sends out north and south spurs which reach down to the river and form north and south valleys. It is in these spurs that the mine lies. On the north bank of the river is the massive granite of the same extensive formation which underlies all this country to the coast. The mountains on the south are formed of metamorphic rocks and it is in these rocks that the ore lies. They consist of gheiss, quartzite and marble. Their general strike is north and south, and the beds are steeply inclined. Piercing these metamorphics is an acid porphyritic eruptive which weathers into a white soft ground mass with darker phenocrysts. It is more than likely that this eruptive rock has played an important part in the formation of the ore bodies. Both the porphyry and the marble are somewhat removed from the best indications of the ore body but it may be that they both underlie the possible ore bodies.

From the above combination of rocks it will be seen that the geology is very favorable to the formation of copper ore, being very similar to certain well known mines. The ore bodies, if they prove to be such, will be both veins and contact deposit, chiefly the latter. The contact deposit will include the impregnation of the more permeable beds of metamorphic rocks. The best indication of ore lies along two ridges some 2,000 feet in length and from one to two hundred feet in width. The outcrop of these ridges shows both veins quartz and the altered country rock, more or less porous and iron stained and in many places showing typical contact minerals as lime-garnet, epidote, magnetite, barite, etc. Copper carbonate stains are also found in places along the outcrops. In short these extensive outcrops are such as might have easily come from the surface weathering of copper ore.

This mine was once worked in the Ming dynasty by the ancients and their slag-dump, an old open pit and numerous pieces of discarded ore remain as evidences of their work. The slag is remarkably free from shot copper, showing a very easy smelting ore. The copper exists chiefly as bornite with smaller amounts as chalco pyrite. In the surface ores there are trifling amounts of the carbonates, malachite and asurites. The gangue of the ore is mostly epidote with variable amounts of certain other of the orthosillicates.

A certain amount of prospecting work has been lately done by the Wha Pao Mining Co. and the results of the work have proved that a secondary deposit of ore takes place at a lower level and they have also proved up a much larger orebody than it was first expected.

In ore bodies of this character there are normally three zones. The upper or leached zone begins at the surface and extends downward and has had the mineral values mostly leached out of it by descending solutions. These ore values have been carried to a lower or deeper level in the orebody itself and there redeposited, thus forming what is known as the zone of secondary enrichment. In this zone is the mineral which primarily existed in the orebody and added to it is all the mineral that has come down from the leached zone. Often in mines of this character the whole question of success or failure depends on the size and richness of the zone of secondary enrichment. The greater the extent to which leaching has been carried on just so much greater and richer will be the zone of secondary enrichment which lies below it. Finally below the zone of secondary enrichment lies the primary zone of unchanged minerals.

History of different mines of this character shows that the leached zone varies in thickness or depth from a few tens of feet to several hundred feet in extreme cases. In this mine

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shafts have been sunk to a depth of 180 feet below the outcrop and the bottom of the leached zone has not yet been reached. The width of the orebody at this point has been proved to be about, 300 feet and the length, while not proved but judging from the surface indications, may extend for several thousand feet. Thus there is every indication of a very large ore body.

To confirm the above explanations, the following facts are offered.

1. The intrusion of the granite or some phase of the granite into limestone and sandstone:

2. The metamorphism on an extensive scale of the limestone into marble and the sandstone into quartzite which is full of blowholes often filled with contact minerals:

3. The formation of contact orebodies consisting of epidote garnet, wollestanite, magnetite, zinc blend and bornit, the latter carrying silver:

4. The leaching and the decomposition of these orebodies to depth of more than 180 feet, leaving a soft porous mass stained with iron and maganese, and in which a few remnnonts of the hard sulphide ore occur as small cores surrounded by layers of green and blue copper carbonates.

5. The specimens taken from various places in this leached zone represent on a small scale what has taken place in the main mass of the orebody at the mine. First a spot of the fresh unchanged ore is seen, in which the bornite is into-crystallized with the epidote and garnet as gangue. Surrounding this is a layer of material showing the first stage of oxidation and decomposition. In this layer the bornite has changed to the blue and green carbonates of copper and the gangue has softened to a material, dull in lustre, and yellowish in color with brown statins. A third stage of decomposition comes next in which the copper has been completely removed and the gangue is a soft mass stained and veined with iron and maganess. The final stage is such soft material that it can not be shown on the same specimen but another separate specimen represents this stage. The great mass of material which has been proved in the adits and shafts is mostly composed of the last two stages of decomposition as shown in these specimens.

From the above conditions there have been all the necessary evidences to confirm the opinion that there exists below the leached zone, a zone of secondary deposit which will prove of great economic value, since, in practically every case where an orebody containing copper has been leached by descending solutions, the copper has been redeposited at a lower level.

The prospecting work has furnished some specimens of ore such as the ancients mined and such as it is expected to find when the untouched vein is reached. The specimens assays are as follows.

No. 1.	Copper	18.27%
	Silver	19 oz. per ton.
	Gold	1/40 „ „ „
No. 2.	Copper	14.00%
	Silver	20 oz. per ton.
	Gold	1/40 „ „ „

When the zone of secondary deposit is reached ore of much higher grade should be found. This prospect has many points of similarity to the prospects at the Suan Copper Mines in Korea. It is said that The Wha Pao Mining Co. will soon be reorganized in order to develop this mine.

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32-060

The Chinese Ham

Although the ham is honored on the menu of most Western peoples, it occupies even a higher place in China, where it is not only one of the standard courses of the semi-formal dinner and the banquet, but a customary gift associated with feelings of real esteem. The Chinese have many ham dishes of their own,—fried, smoked, steamed, and boiled.

On such occasions as weddings, birthdays of important persons, the birth of a first son, spring and autumn festivals, and, most of all, at Chinese New Year, the Chinese send gifts to each other, much like Westerners, but more lavishly. If a ham is the first present in the parcel, the recipient feels that an appropriate display of friendship has been made, and appreciates it accordingly.

Pigs have been staple products of Chinese stock raisers probably for hundreds of years. Different hams have become associated with different districts. A well-known man in the trade is authority for the statement that five main classifications are recognised. They are the "southern ham," which is cured in Chekiang province; the Yunnan ham, the finest product of which comes from Suanwei, Yunnan, although hams of only slightly inferior quality come from several other places in the province; the "northern ham," or that cured anywhere in China but in Yunnan and Chekiang; the "imitation southern ham," which is actually a northern ham of specially good quality; and the "foreign type ham," which is a Chekiang product dressed and cured after the foreign method. Hams from Chekiang and Yunnan are generally considered of superior quality, and prices are higher than those for the other grades.

Various factors contribute to the reputation of Chekiang hams. One is that hogs and pigs thrive well in that province, which is believed to affect the flavor of the meat. Anyway, they are famed throughout the country. Another is that the hog food available favors the production of red flesh. The prosperity enjoyed by the Chekiangese makes it possible for nearly every farming family to raise a couple of pigs every season. Public opinion, as a matter of fact, is against those who do not keep pigs, regarding them as shiftless indeed.

Of all the districts in Chekiang where southern hams are produced, perhaps the best-known are those from Kinhwa, Iwu, Lanchi and Tungyang. In winter curers go from one butcher's shop to another collecting uncured legs. As these command a much higher price than other parts of the hog, butchers hold them for this trade, and do not offer them to regular customers, who on their part, of course, are not anxious to pay what seems to them an exorbitant price for uncured meat. Producers attribute the exceptional quality of hogs from the districts mentioned above to soil and climatic conditions. The best and most favorably known of these southern hams are from the Tsiang family in the Kinhwa district. As this family name has become widely connected with hams, products of high quality produced elsewhere are generally called "Tsiang hams," whether they come from Kinhwa or originate hundreds of miles away.

Methods of preparation and curing, while differing somewhat in different districts, are long and painstaking, often requiring a number of years before the ham is ready to be hung up. When a fresh leg comes into a Chekiang shop for curing, the skin and outside fat are removed, after which it is sprinkled with salt and saltpeter, the latter being used, it is said, to prevent spoiling. A similar process is used in Yunnan except that the skin is not cut away. The amount of salt used varies, depending size and personal taste. After preliminary treatment, it is piled with other one on top of the other, with bamboo mats between layers, often as high as the ceiling. The pile is exposed to the sun and air. If the atmosphere does not contain too much moisture, and the weather is not too hot, the hams remain piled for several days. If the air is damp, each ham has to be turned over daily. This first seasoning lasts 40 days, after which the hams are washed and hung up to dry. Ham salting is considered difficult, really expert work being confined to a small circle of dealers, most of whom have shops in the ham centers, and carefully guard the secrets of the trade.

When the seasoning is finished, a room with windows on all sides is used for drying. In dry weather all the windows are opened, and if the sun is strong enough, the hams are even carried into the open, and subject to the full blaze of the sun for a few hours. In wet weather the

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windows are closed, and cracks are carefully stopped up to keep out moisture. The danger at this stage is of mould setting in. The presence of mould is a disaster. The same care is taken with hams elsewhere; but whereas southern hams are piled up for seasoning, those in the North are placed in large tubs two or three hundred at a time. Some experts say this method of curing tends to produce an inferior product, while others attribute the flavor to poor flesh. Perhaps if the same care were taken outside Yunnan and Chekiang as is taken in those provinces, northern hams would equal the others in quality.

Chekiang hams weigh from four to seven catties, or from 5-1/3 to 9-1/3 lb., each. Those from Yunnan are heavier, ranging from five to ten catties. Current prices, which are reckoned by weight, for those of best southern quality are around $0.72 a catty, and northern hams $0.56. Those cured in foreign style retail at about $0.72 per lb. The distance of Yunnan from Shanghai and Peking makes the price of the meat from that province high on those markets (90 cents, big money, a catty at Shanghai) and for this reason the Chekiang ham may be said in these and most other cities in Eastern China to be the backbone of the trade. Yunnan hams are kept in those markets largely because in China the most expensive ham is the most appreciated as a gift.

These prices apply only to those purchased by the whole piece. When quantities smaller than entire hams are sold, the price is a little higher. The smallest sale which Shanghai shops retail is 10 cents. Foreign style hams are sold almost entirely by the piece. Hams may be bought either cooked or raw. When a purchaser buys only a small amount, it is placed in a tiny reed basket, or as in Shanghai, wrapped in lotus leaves, and so arranged that it may be placed directly on the dinner table. The buyer may secure meat either raw or cooked.

Yunnan hams are preferred by Chinese when steamed and sliced, but they are well suited to the dish of ham and eggs, favored by foreigners. Among the best known ham distributors in Shanghai are the Ta Yu Heng Company, the Wan Yu Chuan Company, Sincere Company and the Wing On Company, all of which are on Nanking Road. Here almost all grades found in China may be had.—Chinese Economic Bulletin.

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GENERAL NEWS SUMMARY

March 4. Allied Control Commission in Austria discovers much poisonous gas and other war materials in Austria.——British government accepts from Hongkong toward the cost of the Singapore Base, £250,000 of "profits made by the colony out of a local scheme of shipping control during the war.

March 5. Bank of England rate is raised 5 percent.——New Zealand shipping trouble is settled.——U. S. ships claims rights to seize ships anywhere on the high seas if they carry liquor for America.

March 6. Two of late Colonel Roosevelt's sons are going to Himalayas to look for rare animals.——Feeling runs high in Germany between those who attack and those who defend the proposed guarantee.

March 7. Soviet proposes to issue 60,000,000 roubles in gold coin by next October.——Possibility of President Coolidge assembling an international conference for restoration of the world's gold standard.——Oxford University makes strong appeal for allocation of the whole of the Boxer Indemnity for medical and educational purposes.——Figures are given of Germany's payments under Dawes scheme.

March 8. Many lives are lost in shipping disaster off the Hook of Holland.——Nominations for German presidency are numerous.——Berlin despatch says Dr. J. G. Schurman U. S.Minister to China will be transferred to Germany as successor to Mr. Houghton.

Exports of U. S. Manufacturers in 1924

Manufactures exported from the United States in the calendar year 1924 aggregated $2,772,774,000 against $1,392,350,000 in the fiscal year 1914 and $17,877,000 in 1821, the first year of record in exports of manufactures. The value of manufactures exported in 1924 is thus double that of the pre-war year and practically 150 times as much as a century ago.

These figures of "manufactures" exported, ranging from $18,000,000 up to $2,772,000,000 include three great groups of articles classed as "manufactures" by the Department of Commerce, "manufactures ready for consumption," "manufactures for further use in manufacturing," and "manufactured foodstuffs." In the earliest records of our exportation the finished manufactures formed but about 6% of the total domestic exports, then advanced to 11% in 1860, 24% in 1900, and formed 35% of the total in 1924. The group "manufactures for further use in manufacturing" formed 9% of the exports in 1821, and 14% in 1924, while the group "manufactured foodstuffs," consisting chiefly of flour and meats, formed 20% of the exports in 1821 and but 13% in 1924.

It thus appears, says the *Trade Record* of The National City Bank of New York, that the groups of manufactures for general purposes have made the chief growth in their share in the exports of our domestic products, while the group "manufactured foodstuffs" shows a decrease in the percentage which it forms of total exports. Finished manufactures exported in 1924 show an increase of $863,000,000 over 1914 manufactures for further use in manufacturing increased 236 millions, while manufactured foodstuffs increased 281 millions in the same period.

This big increase in the value of finished manufactures exported occurs, adds the *Trade Record*, in a country still looked upon as the world's greatest agricultural area and is due in part to the uses made of agricultural products in the manufacturing and exporting industries of the country. Products of the milling industries in the United States were valued at over one billion dollars in the 1921 census, products of slaughtering and meat packing establishments over two billions, cotton and woolen manufactures over two billions. With the world's greatest stocks of iron and copper and other metals, and plentiful supplies of coal for their transformation into the manufactured form, the United States has become the world's greatest manufacturer and greatest exporter of manufactures. Her manufactures in 1924 are, as nearly as can be estimated, about sixty times as much as in 1850, the first year of record of manufactures produced, and the value of exports of manufactures in 1924 is also approximately sixty times as much as in 1850.

New Books and Publications

The Race Problem

Christianity And The Race Problem; by J. H. Oldham, M. A. London: Student Christain Movement

One of the problems of the day which is assuming greater importance as the time rolls on is the race problem. The peace of the world depends largely on the solution of this great and vital matter. It has been discussed from the biological and sociological points of view by many eminent scholars, but without any appreciable results. Mr. Oldham makes a very important contribution to this discussion from the Christian point of view. The author holds that the psychological and scientific methods when applied to the solution of the social problems are not quite safe. It is the enlightened Christian conscience that may guide us to the solution of the problems.

That racial antipathy is not natural is acknowledged by the scientists of to-day. Children of white men love their colored nurses as much as their white companions. Racial antagonism is due partly to economic and political reasons and partly to a want of mutual understanding. The French make no distinction of color in their colonies. In the French colonies the racial troubles are few. But in India where the average Indian is almost sure of being treated as an inferior on trains or in hotels if he happens to be in the company of Englishmen, racial feelings run high. This is one of the chief causes of the unrest we find among the Indians to-day.

Anthropology has made it clear that the basic qualities of the human mind are the same among all peoples. There are the same dominant instincts the same primary emotions, the same capacity of judgment and reason. Prof. Franz Boas, head of the anthropological department of Columbia University has rightly observed, 'the differences between different types of man are, on the whole, small as compared to the range of variation in each type.'

The author devotes two chapters to the consideration of The Fact of Inequality and Truth of Equality. Abstract principles of right and justice which are understood to be the bias of civilization are understood to be the basis of civilization not enough to guide us in the social affairs of our times. The author holds that the Christian view of the world which bids us not only render to every man his due, but actively and creatively seek the good of our fellow-men and endeavor by every means in our power to promote their happiness and well-being, is the surest guiding principle in life.

The author devotes a chapter of the book to the discussion of the ethics of Empire. Condemning the old imperialistic way based on the doctrine of the survival of the fittest he points out that no one nation has any right to dominate another nation.

The author remarks that the Christian spirit can never reconcile itself to any barriers that separate man from man. The Christian is dedicated to the service of righteousness and love which transcends all natural differences between men; and every individual is for him a potential, if not an actual, comrade in the great adventure of establishing the Kingdom of God. There could be no better theory than this. He further pleads vigorously for enfranchising all the colored peoples now subject to the white races.

Some important practical steps which may bring peace and harmony in the society are suggested. Co-operation, mixed commission and conversion of the mind are some of the suggestions. The Chinese youths who are raising a cry against Christianity in China should study this book. They will find that the solution of the color and racial problems is one of the chief burdens of the Christians, and no moral theory, whether ancient or modern, and no political theory, whether ancient or modern, and political theory, of Edmund Burke or John Morley can be superior to the Christian theory of state, the foundation of which is brotherhood of man.

This is a timely book and deserves special attention of students of political science, and leaders of ths public opinion in the world.

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32-063

American Gold Bond Quotations

Name of Security	Coupon Rate %	Date of Maturity	Sale Price Mar 4th	Sare Price Mar. 11th.	Approx. Yield to Maturity Mar. 11th.
Duke-Price Power Co., Ltd., 1st., Mtge	6	July 1, 1949	99½	99⅓	6.05
Czecho-Slovak Govt. Sinking Fund Loan	8	Oct. 1, 1952	100	100	8.00
Cuban Domin. Sugar Co. 1st Lien S.F. Loan	7½	Nov. 1, 1944	98½	98½	7.65
Finnish Guaranteed Municipal S. F. Loan	6½	Oct. 1, 1954	90¾	90½	7.25
Kingdom of Netherlands S. F. Loan	6	Apr. 1, 1954	103¼	103	5.80
City of Rotterdam S. F. Loan	6	May 1, 1964	102⅝	102¾	5.84
Republic of Chile S. F. Loan	7	Nov. 1, 1942	101	100⅞	6.95
Paris Lyons Mediter. R. R. Co. S. F. Loan	6	Aug. 15, 1958	77¼	77¼	7.95
Department of Seine S. F. Loan	7	Jan. 1, 1942	89	88⅞	8.30
Swiss Government S. F. Loan	5½	Apr. 1, 1946	101⅞	101¾	5.35
French Government S. F. Loan	7	Dec. 1, 1949	89⅞	90	7.95
German Government S. F. Loan	7	Oct. 15, 1949	94½	94½	7.50
Kingdom of Norway S. F. Loan	6	Aug. 15, 1943	100	100	6.00
Kingdom of Denmark S. F. Loan	6	Jan. 1, 1942	101	101	5.90
Willys-Overland Co. 1st (Closed) Mtge. Loan.	6½	Sept. 1, 1933	100⅜	100⅜	6.45
Swedish Government S. F. Loan	5½	Nov. 1, 1954	99½	99½	5.55
Can. Pac. RR. Co. Debenture Stock	4	Perpetual	79½	79½	5.03
Belgian Government S. F. Loan	6	Jan. 1, 1955	86½	86½	7.10
Andes Copper Mining Co. Debentures	7	Jan. 1, 1943	97¾	98	7.20
German General Electric Co. S. F. Loan	7	Jan. 15. 1945	94¾	93¾	7.65
Saxon Public Works Inc. 1st Mtge. Guaranteed S. F. Loan	7	Feb. 1, 1945	92	92	7.80

The National City Company International Bank Building No. 2A Kiukiang Road, Shanghai China.

These quotations are subject to confirmation by the National City Company of New York.

Bond Quotations in *Review*

The *China Weekly Review* is now publishing weekly Gold bond quotations of some of the principal American offerings. This added feature is made possible through the cooperation of Mr. Arnold Cady, Shanghai representative of the National City Bank of New York City. This week's quotations are listed in this column.

NOTICE

The annual entrance tests for GINLING COLLEGE are to be given on FRIDAY, MAY 29th. As heretofore they will be given in different centers of China. Since the entering class cannot exceed 60 it is advisable to send in application as soon as possible. Address all correspondence to the

REGISTRAR of GINLING COLLEGE, NANKING.

Shanghai Exchange for Week Ending Wednesday, March 11, 1925.

By Maitland, Fearon and Brand

Exchange:—After slight fluctuations the London price of silver for "Spot" 32 1/16d. is 1/8d lower than last week. The quotation for two months forward delivery 31 13/16d. is 1/16d. down. Our official rate for T/T on London, following forward silver, influenced by a good demand for Gold T/T declined 1/8d. to 3/0 3/4d. There has been a amount of export paper on the market, but this has been much exceeded by the gen demand for sterling, Gold Dollar and Yen. T/T. Our local gold dealers have bought hea and induced sales of silver by China for forward delivery. There was still a demand T/T at the close, and considering this and previous purchases the market appers steady current official quotations.

Our stocks of silver are reported as follows:—

Sycee and Bar Silver ..... Tls. 72,216,000 an increase of Tls. 306,000
Chinese and Mexican Dollars..... $ 43,430,000 an increase of $ 410,000
Estimated value Tls. 103,485,000 as against Tls. 64,690,000 held at this time last year

	Average rates for Feb.	Thursday Mar. 5	Friday Mar. 6	Saturday Mar. 7	Monday Mar 9	Tuesday Mar. 10	Wed Mar.
Bk's selling rates		*opening closing*	*opening closing*	*opening closing*	*opening closing*	*opening closing*	*open clos*
T/T London	3/1.708	3/1 1/8 3/1 3/16	3/1	3/1	3 1	3/1 3/0 3/1 1/16	3/0
O/Dfts. ,,	—	3/1 1/16	3/1 1/16	3/1 1/16	3/1 1/16	3/0 13/16	3/0
4m/s ,,	—	3/1 1/2 3/1 1/4	3/1 1/4	3/1 1/4	3/1 1/4	3/1 1/4 3/1	3/1
T/T India	208.667	206 205 3/4	204 3/4	204 3/4	204 3/4	204 3/4 204 1/2	203
T/T France	1,417.708	1450 1440	1440	1415	1415	1440 1430	142
T/T N. Y.	75,000	74 73 1/2	73 1/2	73 1/2	73 1/2	73 1/2 73	73
T/T Hong	73,969	74 1/4 74 1/4	74 1/2	74 1/2	74 1/4	74 1/2 74 1/2	74
T/T Japan	52.271	54 1/2 54 3/4	55 1/4	55	55	53 3/4 55 1/4	55
T/T Batavia	187.594	185 1/2 184 1/4	184 1/2	184 1/4	184 1/4	184 1/4 183	183
T/T Straits	74.719	75 1/2 76	76	76	76	76 76 1/2	76
Bk's buying rates 4m/s B/L. Cred. D/A	3/3.948	3/2 1/4 3/2 1/4	3/2	3/2 1/4	3/2 1/4	3/2 1/4 3/2	3/2
4m/s ,, D/P	—	3/2 1/2 3/2 1/2	3/2 1/4	3/2 1/2	3/2 1/2	3/2 1/2 3/1 1/2	3/2
6m/s ,, D/A	3/3.323	3/2 5/8 3/2 5/8	3/2 3/8	3/2 5/8	3/2 5/8	3/2 3/8 3/2 3/8	3 2
4m/s B/F. C., D/A, D/P	1,492.708	1525 1515	1515	1490	1490	1515 1505	149
4m/s N. Y. Lc.	77.094	75 3/4 75 3/8	75 1/2	75 1/2	75 3/4	75 1/4 75 1/2	75
4m/s ,, Docs	—	76 1/4 76 1/4	76	75	76 1/4	76 1/4 76	75

Based on Daily Official quotation, higher rate taken on rising Market, lower when falling. Bullion.	Mar 5	Mar. 6	Mar. 7	Mar. 9	Mar. 10	Mar.
*London Price of Bar Silver per oz. (English Standard 925 touch) Pence.	32 1/16	32 1/16	32 3/8	32 1/8	32 1/16	32 1/16
**N.Y. Price of Bar Silver per oz. (Pure)	G.$.68 1/4	G. $.68 1/8	G. $. 68	G.$.68 1/8	G.$. 68 1/4	G.$.6
Shanghai Price of Gold Bars (weight Tls. 10 (Chauping) 978 touch)...	Tls. 270 20	Tls. 268 00	Tls. 268 00	Tls. 268 00	Tls. 273 00	Tls. 273 00
Shanghai Silver Bars (weight Tls. 100(C.)999 touch)	111 0	111 00	111 00	111 00	111 00	111 0
Shanghai Mexican Dollars per $100...	72.0875	72.125	72.10	72.1375	72.20	72.30
Native Bank Rate of Interest (Call-money)	Nil	Nil	Nil	Nil	Nil	Nil
*Closing Price in London for Previous day						
**Closing Price in New York for Previous day						

Bank of England rate of discount	5%	London on Paris	T/T 92
Bank of France rate of discount	7%	New York on London	T/T 477
London open Market of Dis. 3 m/s.	4 9/16%	Bombay on London	T/T 1/5
,, 4 ,,	4 9/16%	Hongkong on ,,	T/T 2/3
,, 6 ,,	4 3/4%	Kobe ,, ,, ,,	T/T 1/7

In The United States Court for China

(Established by Act of Congress of June 30, 1906.)

JUDGE, Milton D. Purdy.

U.S. ATTORNEY, Leonard G. Husar.

U.S. COMMISSIONER, Nelson E. Lurton.

CLERK, William A. Chapman.

OFFICE HOURS 10-12; 2-4.

REPORTER, DEPUTY CLERK, R. T. PEYTON-GRIFFIN.

U.S. MARSHAL, DISBURSING OFFICER, } Thurston R. Porter.

DEPUTY MARSHAL, Wm. Van Buskirk.

PRISON PHYSICIAN, DR. T.B. Dunn.

TIENTSIN:

SPECIAL DEPUTY MARSHAL, Harry V. Fuller.

All Notices, Announcements, Judgments, Orders and other Proceedings appearing in this department of THE CHINA WEEKLY REVIEW may be accepted as authentic.

MOTION DAY

All contested motions and demurrers will hereafter be heard on Mondays, beginning at 10 A. M.; provided notice thereof with proof of service on the adverse party or his attorney shall have been filed in the clerk's office by 11 A.M. of the preceding Saturday.

ADMISSION TO THE BAR

Hereafter, applicants for admission to the bar of this court whether previously admitted elsewhere or not, will be examined on the following:

1. International Law, 33 Corpus Juris.
2. Extraterritoriality, 25 Corpus Juris 299-331.
3. Extraterritorial Cases.
4. Extraterritorial Remedial Code.
5. U. S. Rev. Stats. secs. 4083—4131 (Act of Congress of June 22, 1860, 12 U. S. Stats. at Large, Ch. 179.)
6. China Court Regulations.
7. Act of Congress of June 30, 1906 (34 U. S. Stats. at Large, Ch. 3934).

BAR EXAMINING BOARD: W. W. Blume, Roland S. Haskell, Walter Chalaire

Shanghai, China, January 2, 1923.

Minutes of Recent Proceedings

Hearings:

Mar. 3, 1925, Cause No. 2492, Ah-Hong & Co. v. Board of Trustees of the University of Nanking; testimony taken of Ah Hong; continued.

" 4, " " " 2573, A. Arce v. J. B. Katz, etc. (Suzuki & Co., intervenor); testimony taken of A. Arce; motion to dismiss; submitted.

" 9, " " " 2556, Shanghai Building Co. Fed. Inc. U.S.A. v. Asia Engineering Corporation; on motion to set; assigned.

" 9, " " " 2286, V. Solovieff v. U. S. Shipping Board et al.; on motion to set; assigned.

" 9, " " " 2531, Chinese-American Bank of Commerce v. P. S. Erricson; on motion to set; assigned.

" 9, " " " 2453, Ling Fu & Company v. Admiral Oriental Line; on motion to set; assigned.

" 9, " " " 2380, In re estate of John Herrick McMichael, deceased; on application for partial distribution; continued.

" 9, " " " 1032, The Belgian Trading Co. v. Neuss, Hesslein & Co.; on motion for new trial; submitted,

(Before the Commissioner)

Mar. 7, 1925, Crim. No. 751, U. S. v. Shanghai Service Co.; plea of guilty entered; submitt d.

" 7, " " " 740. U. S. v. P. S. Crawley; plea of not guilty entered; testimony taken of Dulok Singh, Jewan Singh, C. P. C. 1096, defendant; submitted.

" 7, " " " 747, U. S. v W. S. Fleming; plea of guilty entered; submitted.

" 7, " " " 745, U. S. v. R. T. Bryan, Jr.; plea of guilty entered; subm tted.

" 7, " " " 749, U. S. v. W. Y. Char; plea of guilty entered; submitted.

" 7, " " " 746, U. S. v. A. C. Davis; plea of guilty entered; submitted.

" 7, " " " 744, U. S. v. E. T. Basha; plea of not guilty entered; testimony taken of Ling Sz Lou, defendant; submitted.

" 7, " " " 750, U. S. v. W. Mayger; plea of guilty entered; submitted.

" 7, " " " 752, U. S. v. Peter Haggerty alias Peter Schmidt; testimony taken of Bishen Singh, C. P. C. 1578, Tse Dong Pau; submitted.

Judgments and Orders:

Mar. 3, 1925, Cause No. 2577, In re estate of Samuel D. Hepburn, deceased; order appointing administrator with the will annexed.

" 3, " " " 1401, M. G. Rabenow v. P. A. Grimes and A. H. Woods; opinion and decision on motion for judgment.

" 4, " " " 2560, In re estate of James Barrington, deceased; order appointing administrator.

" 4, " " " 2437, Long & Company v. Asia Banking Corporation; order denying motion for dedimus potestatem.

" 5, " " " 2581, Hardy v. Hardy; order for service by publication.

" 5, " " " 2437, Long & Company v. Asia Banking Corporation; order overruling defendant's motion for dedimus potestatem.

" 6, " " " 2582, In re estate of Wallace Boyd Russell, Sr.; order appointing administratrix.

" 6, " " " 2573, Alejandro Arce v. J. B. Katz, etc. (Suzuki & Co., intervenor); order and judgment.

" 6, " " " 2584, Curt Rothkegel v. R. A. Burr et al; order for attachment; order for service by publication.

" 7, " " " 2562, Lieut H. J. Grassie, U. S. N. v. Lieut. C. R. Murray, U. S. N.; decision and judgment.

,, 7, ,, ,, ,, 2561, Lieut. C. R. Murray, U. S. N. v. Lieut. C. R. Murray, U. S. N.; decision and judgment.

,, 9, ,, ,, ,, 1032, The Belgian Trading Co. v. Neuss, Hesslein & Co.; order overruling motion for new trial.

,, 9, ,, ,, ,, 2540, China Lace & Embroidery Co. v. Commercial Pacific Cable Co.; order of dismissal.

,, 10, ,, ,, ,, 1086, David L. Moss & Co. v. National Mercantile Corporation; order of discontinuance.

,, 10, ,, ,, ,, 2588, In re estate of Shin Fwe Pond Mooar Jee, deceased; order admitting will to probate.

,, 10, ,, ,, ,, 2547, U. S. v. S. B. Fair; order of dismissal.

(By the Commissioner)

Mar. 4, 1925, Estate No. 44, In re estate of Elizabeth W. Arthur, deceased; order for distribution.

,, 4, ,, Civil ,, 198, Hirsbrunner & Co. v. J. S. Dolan; order of dismissal.

,, 7, ,, Crim. ,, 751, U. S. v. Shanghai Service Co.; defendant warned.

,, 7, ,, ,, ,, 740, U. S. v. P. S. Crawley; defendant fined $2, costs remitted.

,, 7, ,, ,, ,, 747, U. S. v. W. S. Fleming; defendant fined $2, costs remitted.

,, 7, ,, ,, ,, 745, U. S. v. R. T. Bryan, Jr.; defendant warned.

,, 7, ,, ,, ,, 749, U. S. v. W. Y. Char; defendant warned.

,, 7, ,, ,, ,, 746, U. S. v. A. C. Davis; defendant fined $2, costs remitted.

,, 7, ,, ,, ,, 744, U. S. v. E. T. Basha; defendant fined $2, costs remitted.

,, 7, ,, ,, ,, 750, U. S. v. W. Mayger; defendant fined $2, costs remitted.

,, 7, ,, ,, ,, 752, U. S. v. Peter Haggerty, alias Peter Schmidt; defendant bound over to the U. S. Court for trial.

Assignments for Hearing:

Mar. 17, 1925, 10 am, C. No. 2544, P. Servanin & Co. v. Murray Packing Co.

,, 18, ,, 10 am, ,, ,, 2410, A. I. Gromov Heirs v. International Banking Corporation; argument on plea to the jurisdiction.

,, 20, ,, 10 am, ,, ,, 2492, Ah-Hong & Co. v. Board of Trustees of the University of Nanking.

,, 24, ,, 10 am, ,, ,, 2542, American Trading Co. Inc. v. F. Berndt.

,, 25, ,, 10 am, ,, ,, 2368, Sun Cho Chi v. W. C. Dalbey.

,, 26, ,, 10 am, ,, ,, 2556, Shanghai Building Co. Fed Inc. U. S. A. v. Asia Engineering Corporation.

,, 27, ,, 10 am, ,, ,, 2453, Ling Fu & Company v. Admiral Oriental Line.

Apr. 7, ,, 10 am, ,, ,, 2531, Chinese-American Bank of Commerce v. P. S. Frrics,n.

,, 21, ,, 10 am, ,, ,, 2437, Long & Company v. Asia Banking Corporation.

Miscellaneous Filings:

Mar. 3, 1925, Cause No. 2556, Shanghai Building Co. Fed. Inc. U.S.A. v. Asia Engineering Corporation; motion to set.

,, 3, ,, ,, ,, 2286, V. Solovieff v. U. S. Shipping Board et al; motion to set.

,, 4, ,, ,, ,, 2566, Murray Packing Co. v. E. H. Himrod; answer.

,, 4, ,, ,, ,, 2560, In re estate of James Barrington, deceased; petition; deposition; oath and bond of administrator.

,, 5, ,, ,, ,, 2581, Hardy v. Hardy; complaint; affidavit; summons issued.

,, 5, ,, ,, ,, 2579, The Yangtsze Insurance Association, Ltd. v. The Asiatic Motors, Inc.; marshal's return of summons.

,, 5, ,, ,, ,, 2453, Ling Fu Company v. Admiral Oriental Line; agreed statement of fact and framed issue.

,, 5, ,, ,, ,, 2437, Long & Company v. Asia Banking Corporation; stipulation.

,, 5, ,, ,, ,, 2582, In re estate of Wallace Boyd Russell, Sr., deceased; petition; deposition

,, 5, ,, ,, ,, 2380, In re estate of John Herrick McMichael, deceased; application for partial distribution

,, 5, ,, ,, ,, 2583, E. P. Watson v. Peking Union Medical College; complaint; petition to take testimony.

,, 6, ,, ,, ,, 2582, In re estate of Wallace Boyd Russell, Sr., deceased; oath and bond of administratrix; letters of administration.

,, 6, ,, ,, ,, 1032, The Belgian Trading Co. v. Neuss, Hesslein & Co.; notice of motion.

,, 6, ,, ,, ,, 2575, N. E. B. Ezra v. The China Press, Inc. answer.

,, 6, ,, ,, ,, 1506, The Fur & Wool Tarding Co. (D. Biedermann) Ltd. v. Andersen, Meyer & Co. Ltd.; praecipe for execution; writ of execution issued.

,, 6, ,, ,, ,, 2577, In re estate of Samuel D. Hepburn, deceased; letters of administration.

,, 6, ,, ,, ,, 2584, Curt Rothkegel v. R. A. Burr et al.; complaint; motion for attachment; affidavit supporting motion for attachment; attachment bond; motion for service by publication.

,, 7, ,, ,, ,, 2453, Ling Fu & Company v. Admira; Oriental Line; notice of motion to set; answar.

,, 7, ,, ,, ,, 1086, David L. Moss & Co. v. National Mercantile Corporation; discontinuance.

,, 7, ,, ,, ,, 1992, W. R. Loxley & Co. v. R. R. Fernbach; marshal's return of writ of execution.

,, 7, ,, ,, ,, 2540, China Lace & Embroidery Co. v. Commercial Pacific Cable Co.; motion to dismiss.

,, 9, ,, ,, ,, 1506, The Fur & Wool Trading Co. (D. Biedermann) Ltd. v. Andersen, Meyer & Co. Ltd.; motion for new trial.

,, 9, ,, ,, ,, 2586, U. S. v. Peter A. Haggerty; information.

,, 9, ,, ,, ,, 2584, Curt Rothkegel v. R. A. Burr et al.; writ of attachment issued.

,, 9, ,, ,, ,, 2587, A. Rinaldo v. China & Java Export Co.; complaint; summons issued.

,, 10, ,, ,, ,, 2554, A. Ross v. The China Press Inc.; amended complaint; notice of motion.

,, 10, ,, ,, ,, 2588, In re estate of Shin Fwe Pond Mooar Jee, deceased; petition; depositions (4); oath of executrix; letters testamentary.

,, 10, ,, ,, ,, 2547, U. S v. S. B Fair; motion to dismiss.

,, 10, ,, ,, ,, 2333, Wm. Jacks & Co. v. A. B. Rosenfeld; motion to set.

" 10, " " " 2564, The Yorkshire Insurance Co. Ltd. v The American-Oriental Banking Corporation; notice of motion to set.

(By the Commissioner)

Mar. 4 1925, Crim. No. 749, U. S. v W. Y. Char; complaint.

" 4, " " " 750, U. S. v. W. Mayger; complaint.

" 4, " " " 751, U. S. v. Shanghai Service Co.; complaint.

" 4, " " " 752, U. S. v. Peter Schmidt; complaint.

IN THE UNITED STATES COURT OF CHINA

WILSON HOPE HARDY, Plaintiff
vs.
HARLO HAMILTON HARDY, Defendant.

Cause No. 2581
Civil No. 991
SUMMONS

THE PRESIDENT OF THE UNITED STATES OF AMERICA
To the United States Marshal for China and his Deputies—
GREETING:

You are hereby commanded to serve this Summons and a copy of the complaint in the above entitled action upon the defendant—
HARLO HAMILTON HARDY,
if found within the jurisdiction of this Court and to notify him to be and appear before this Court on or before the sixtieth day after service hereof to file his written answer on oath-

(SEAL) WITNESS the HONORABLE MILTON D. PURDY, Judge of the United States Court for China, at Shanghai, China, March 6, 1925
W. A. CHAPMAN
Clerk.

Excerpt from Regulations, Section 8: On proof of due notice, judgment by default shall be procured against any defendant failing to appear and file his written answer as required

IN THE UNITED STATES COURT FOR CHINA

In re Estate of
WALLACE BOYD RUSSELL, Sr.,
Deceased.

Cause No. 2582
Estate No. 585
NOTICE

Pursuant to an Order of said Court, notice is hereby given to all persons having claims against the estate of Wallace Boyd Russell, Sr., deceased, to present the same, with vouchers to the undersigned on or before September 14, 1925, and all persons owing debts to said deceased are hereby notified to make payment of the same in due course to the undersigned.

ELIZABETH M. H. RUSSELL,
Administratrix,
Lot 50, KULING, China.

March 14, 1925.

IN THE UNITED STATES COURT FOR CHINA

In re Estate of
EDWIN CHESTER JONES,
Deceased.

Cause No. 2559
Estate No. 577
NOTICE

Pursuant to an order of said Court, notice is hereby given to all persons having claims against the estate of Edwin Chester Jones, deceased, to present the same with vouchers, to the undersigned on or before Sept. 7, 1925, and all persons owing debts to said deceased are hereby notified to make payment of the same in due course to the undersigned.

WALTER N. LACY,
Executor,
c/o Methodist Episcopal Mission,
Foochow, China.

March 7, 1925.

In the United States Court for China

In re Estate of
CHARLES EDWARD RICHARDSON,
Deceased.

Cause No. 2527
Estate No. 572
NOTICE

Pursuant to an Order of said Court, notice is hereby given to all persons having claims against the estate of Charles Edward Richardson, deceased, to present the same, with vouchers, to the undersigned on or before September 7, 1925, and all persons owing debts to said deceased are hereby notified to make payment of the same in due course to the undersigned.

JAMES R. BROWNE,
6-A, Hongkong Road,
Shanghai, China.

March 7, 1925.

IN THE UNITED STATES COURT FOR CHINA

In re Estate of
JAMES BARRINGTON,
Deceased.

Cause No. 2560
Estate No. 578.
NOTICE

Pursuant to an order of said Court, notice is hereby given to all persons having claims against the estate of James Barrington, deceased, to present the same, with vouchers, to the undersigned on or before September 14, 1925, and all persons owing debts to said deceased are hereby notified to make payment of the same in due course to the undersigned.

CHARLES A. BARKER, Jr.,
Administrator,
Foochow, China.

March 14, 1925.

IN THE UNITED STATES COURT FOR CHINA

In re Estate of
SAMUEL D. HEPBURN,
Deceased.

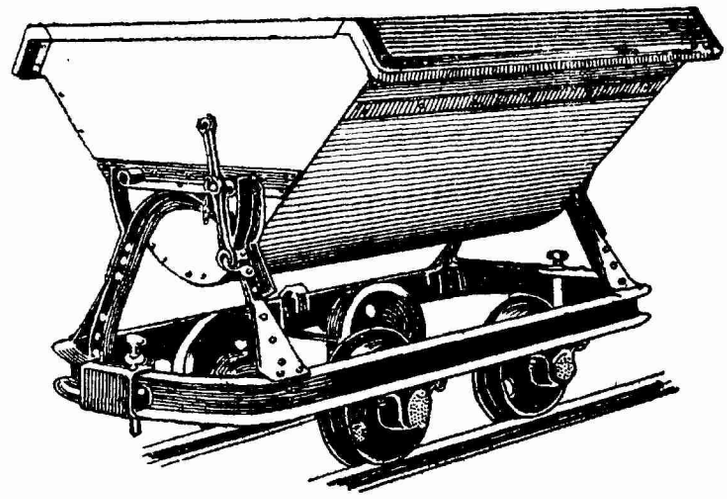
Cause No. 2577
Estate No. 583
NOTICE

Pursuant to an order of said Court, notice is hereby given to all persons having claims against the estate of Samuel D. Hepburn, deceased, to present the same with vouchers to the undersigned on or before September 14, 1925, and all persons owing debts to said deceased are hereby notified to make payment of the same in due course to the undersigned.

RICHARD E. S. GREGSON,
Administrator,
c/o Davies & Bryan,
6, Kiukiang Road, Shanghai, China.

March 14, 1925.

INDUSTRIAL RAILWAYS



KOPPEL INDUSTRIAL CAR & EQUIPMENT CO.

C. P.O. Box 743: No. 2 Canton Road, Shanghai
Peking Manila Iloilo

Shanghai-Hangchow-Ningpo Railway Abridged Time Table

Shanghai North to Zahkou Down (Main Line) Zahkou to Shanghai North Up

STATIONS	Fast Local	Express R *	2nd 3rd & 4th	Fast R. *	Fast Local *	Local	Local	Night Express R. *
Shanghai North ..... dep.	..	8.00	9.00	13.20	15.35	..	..	19.15
Jessfield ..... dep.	..	8.15	9.16	13.36	15.51	..	..	19.30
Siccawei ..... dep.	..	8.21	9.23	13.43	15.58	..	..	19.36
L'hwa Junction ..... dep.	..	8.35	9.40	14.00	16.15	..	..	19.50
Shanghai South ..... dep.	..	*8.05*	*9.05*	*13.25*	*15.30*	*17.15*	*18.15*	*19.20*
Lunghwa Junction ..... arr.	.	*8.25*	*9.23*	*13.43*	*15.48*	*17.3[illegible]*	*18.33*	*19.38*
Sungkiang ..... dep.	..	9.14	10.50	14.46	17.10	..	..	20.29
Kashai ..... dep.	..	10.01	11.57	15.43	18.08	..	..	21.16
Kashing ..... dep.	7.05	10.31	12.40	16.16	18.30	..	..	21.46
Yehzah ..... dep.	7.45	11.02	13.32	16.56	(a)	..	..	22.17
Changan ..... dep.	8.31	11.36	14.23	17.40	----	..	..	22.51
Hangchow ..... dep.	9.43	12.30	16.00	18.50	----	..	..	23.45
Zahkou ..... arr.	10.05	12.45	16.30	19.10	----	..	..	24.00

STATIONS	Fast Local	Fast Local *	Express R. *	Local	2nd 3rd & 4th *	Fast R	Fast Local	Night Express R *
Zahkou ..... d	..	..	7.15	..	8.40	13.20	15.05	18.00
Hangchow ..... d	..	..	7.40	..	9.15	13.50	15.35	18.25
Changan ..... d	..	..	8.29	..	10.45	15.00	16.50	19.14
Yehzah ..... d.	..	..	9.00	..	11.53	15.37	17.32	19.45
Kashing ..... d.	..	7.15	9.39	..	12.50	16.24	18.10	20.24
Kashai ..... d	..	7.39	10.02	..	13.26	16.52	(a)	20.46
Sungkiang ..... d.	..	8.37	10.52	..	14.42	17.49	..	21.42
Lunghwa Junction ..... d	*8.17*	*9.3[illegible]*	*11.37*	*13.52*	*16.07*	*18.41*	..	*22.27*
Shanghai South ..... a	*8.[illegible]5*	*9.5*	*11.56*	*14.10*	*16.25*	*19.00*	..	*22.45*
L'hwa Junction ..... d	..	9.39	11.32	..	15.50	18.40	..	22.22
Siccawei ..... d	..	9.49	11.40	..	15.59	18.49	..	22.30
Jessfield ..... d	..	9.56	11.46	..	16.06	18.56	..	22.36
Shanghai North ..... a.	..	10.10	12.00	..	16.20	19.10	..	22.50

Konzenchiao-Zahkou (Kiangshoo Branch Line) Zahkou-Konzenchiao

Konzenchiao ..... dep.	6.50	8.45	10.45	13.45	15.05	17.30	21.30
Kenshangmun ..... dep.	7.05	9.00	11.00	14.00	15.20	17.45	21.45
Hangchow ..... dep.	7.14	9.11	11.11	—	—	17.56	21.57
Zahkou ..... arr.	7.32	9.30	11.30	—	—	18.15	22.15

Zahkou ..... dep.	7.45	9.49	11.40	—	—	18.30	23.25
Hangchow ..... dep.	8.06	10.11	12.01	14.20	15.51	18.51	23.51
Kenshangmun ..... dep.	8.17	10.22	12.17	14.31	16.02	19.02	0.02
Konzenchiao ..... arr.	8.30	10.35	12.30	14.44	16.15	19.15	0.15

Trains marked with* are in connection with S. N. L. trains at Shanghai North.
R = Restaurant.

32-068